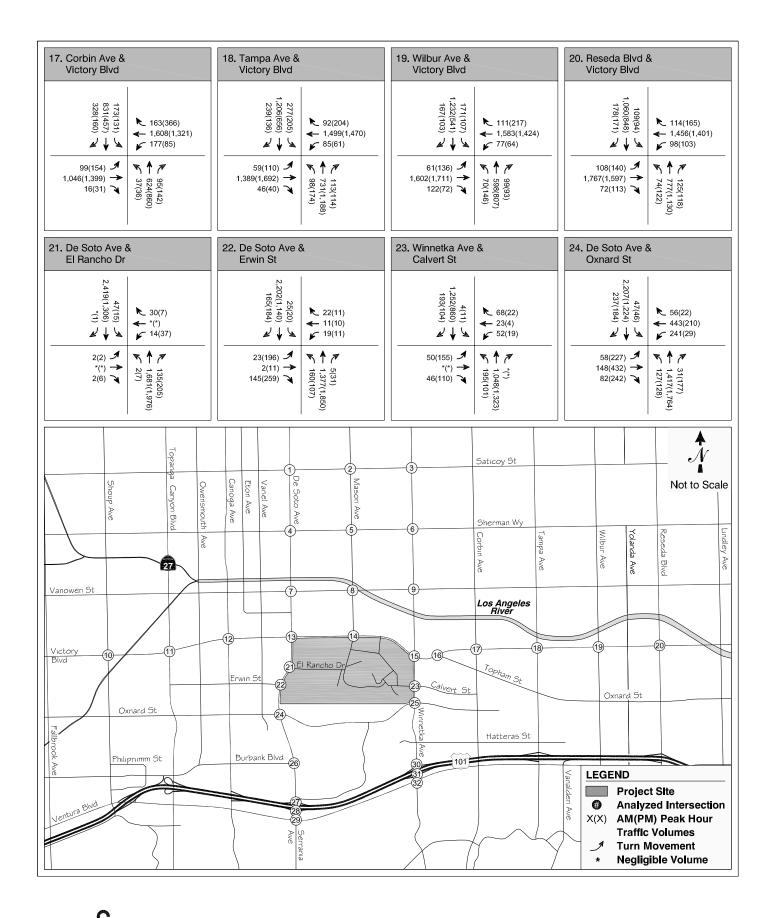


EXISTING PLUS AMBIENT WEEKDAY PEAK HOUR TRAFFIC VOLUMES

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FIGURE 7 (CONT.D)

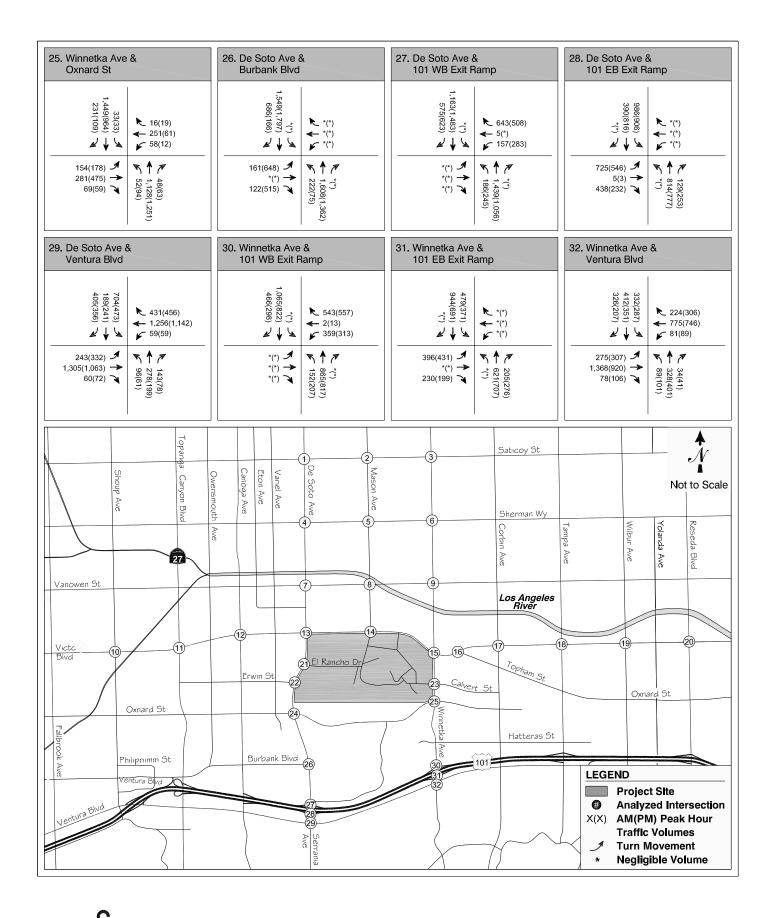


EXISTING PLUS AMBIENT WEEKDAY PEAK HOUR TRAFFIC VOLUMES

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FIGURE 7 (CONT.D)

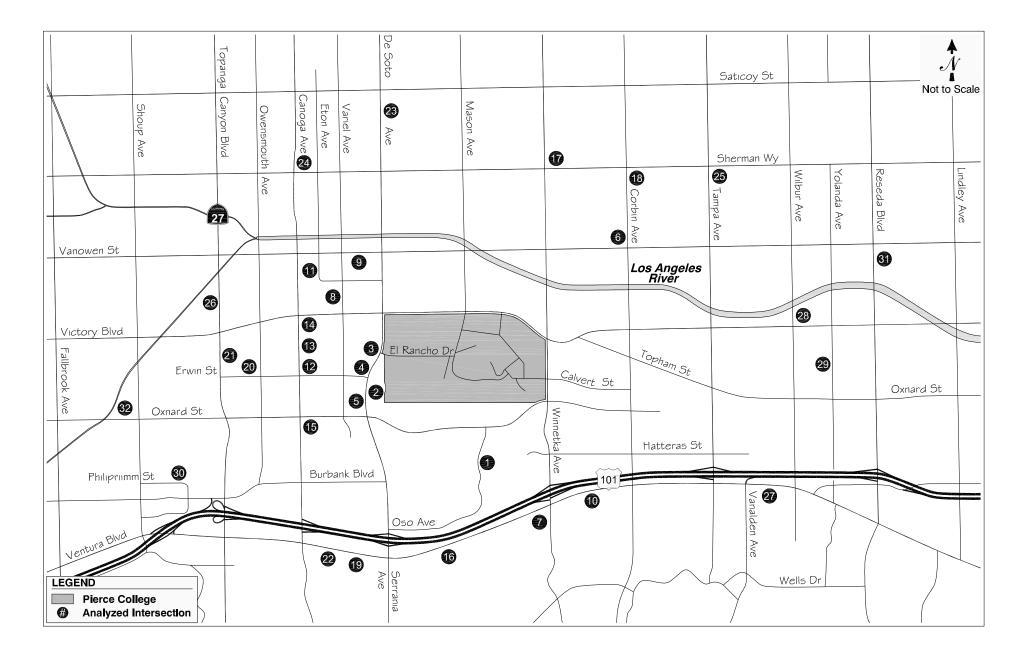


EXISTING PLUS AMBIENT WEEKDAY PEAK HOUR TRAFFIC VOLUMES

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FIGURE 7 (CONT.D)





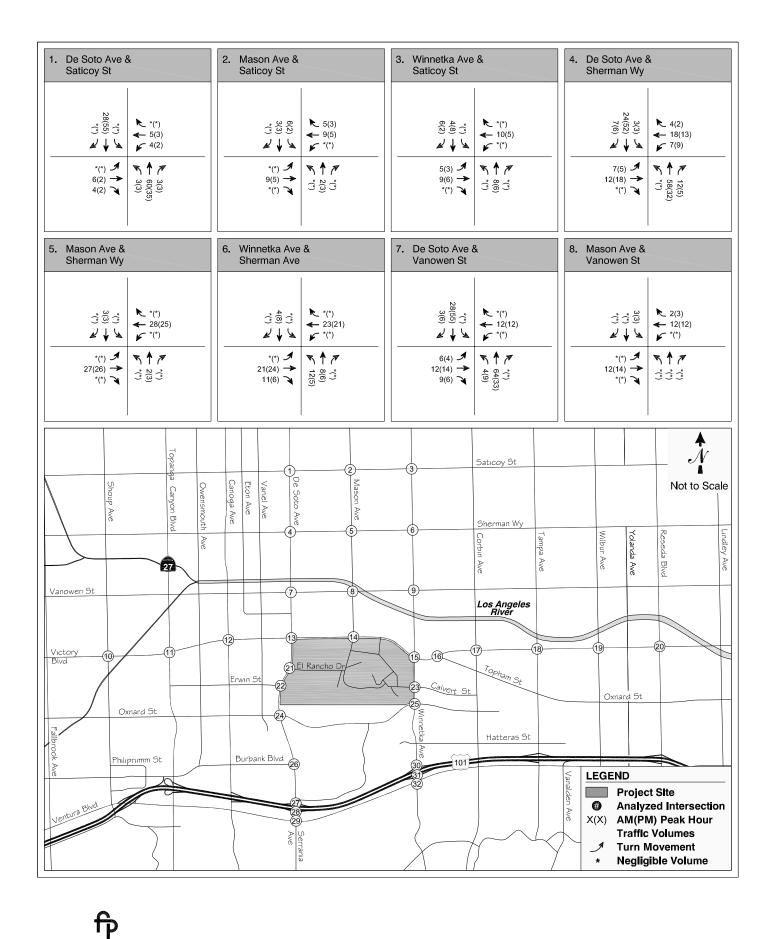
LOCATION OF RELATED PROJECTS

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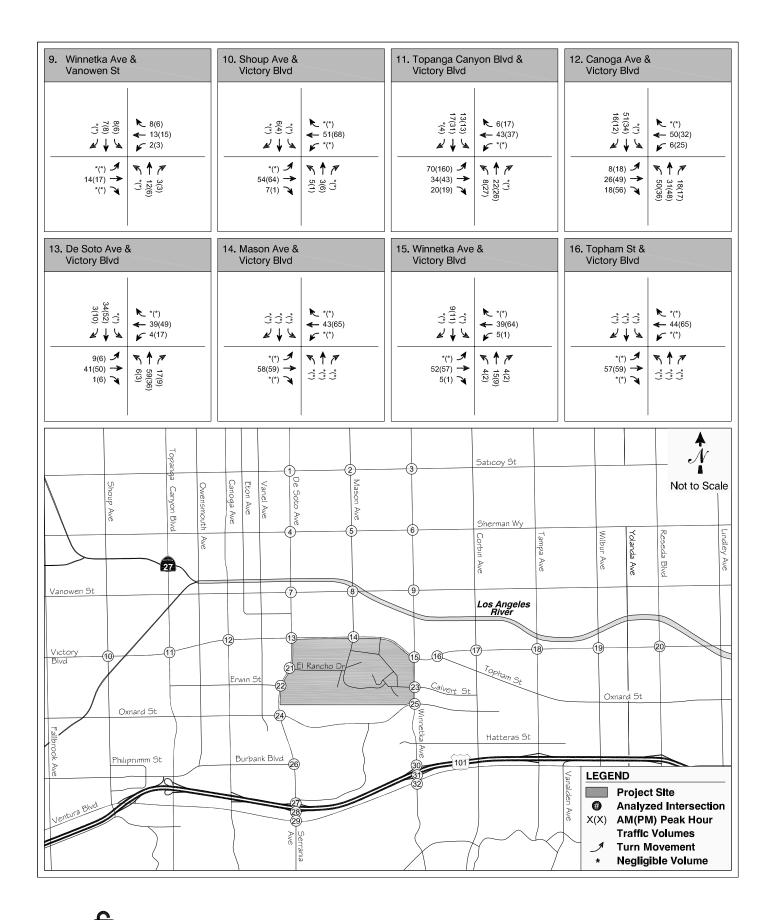
TABLE 5
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS [a]

				AM Peak PM Peak				k				
Index	Address	Project Title	DOT Case	In Out Total In			In	Out	Total	Size	Unit	Comments
1	5724 Oso Av	Oso High School	SFV-2003-84	104	88	192	26	30	56	400	Enrollment	
2	6000 De Soto Av	Bella Vista Phase 2	WC-1998-16	15	76	91	74	36	110	190	Dwelling Unit	Final part of Warner Ridge
3	6355 De Soto Av	Trammell Crow Residential (TCR)	WC-04-043 ISPI	-22	105	83	102	9	111	306	Dwelling Unit	Trips as calc by consultant.
4	6219 De Soto Av	REW Holdings LLC	WC-2003-22	90	358	448	354	191	545	879	Dwelling Unit	Panovision Apartments
5	6051 De Soto Av	Ivy Academia Charter School	WC-2004-18	39	32	71	22	26	48	300	Enrollment	Trips based on elementary school since proposed grades 1-7. See also 2004-47.
6	19701 Vanowen St	Vanowen & Corbin shopping center	Pending	70	49	119	74	76	150	28289	Sq. Footage	15789 pharmacy w/ dr thru, 8500 retail, 4000 fast food no dr thru replacing 9146 furniture store
7	19900 Ventura Bl	Bank	VEN-2004-76	1	7	8	64	58	122	4849	Sq. Footage	
8	6625 Variel Av	Archstone Apartments	WC-2002-6	-102	65	-37	148	-49	99	522	Dwelling Unit	Bought out Ray Art's Studios for new 522- units Archstone Apts.
9	21050 Vanowen St	Avalon Bay Canoga Park	WC-2004-23	-32	79	47	63	-54	9	210	Dwelling Unit	210 Apartments to replace 39ksf office bldg
10	19750 Ventura Bl	Corbin Village Shopping Center	VEN-2003-17	36	23	59	95	87	182	55340	Sq. Footage	Proposed Supermarket to replace 99 cent store
11	6700 Eton Av	Residential Project	WC 05-007ISPR	64	142	206	144	105	249	438	units	apartments
12	6250 Canoga Av	The Plaza	WC-2003-8	66	234	300	243	139	382	601	Dwelling Unit	Apartment units + 10000 s.f. local retail
13	6300 Canoga Av	Trillium health club expansion	WC-2003-5	7	9	16	27	26	53	13000	Sq. Footage	New addition to existing health club
14	6464 Canoga Avenue	Office & retail	SFV-2006-98	152	21	173	24	117	141	16.177	ksf retail	Office & retail
15	5960 Canoga Av	Coffee shop, dry cleaner, convenience store	WC-2003-6	141	135	276	93	94	187	2972	Sq. Footage	Add to existing gas station: 583sf coffee shop; 973sf dry cleaners; 3,444 sf conv-store.
16	20600 Ventura Bl	Chalk Hill Residential Project	VEN-2004-78	37	160	197	134	78	212		Mixed Use	340 Condominiums + 16000 sf retail replacing church
17	20001 Sherman Way	Valley Region Elementary School #10	SFV-2005-257	202	182	384	82	100	182	650	Seats	P.M. trips based on ITE rates
18	19640 Sherman Way	Panda Express	SFV-2007-169	1	2	3	18	17	35	2500	Sq. Footage	2000 s.f. Panda Express w/ drive thru and 500 s.f. additional retail
19	20956 Ventura Bl	McDonalds	VEN-2003-21	47	46	93	32	29	61	3500	Sq. Footage	Fast food w/ drive-thru.
20	21757 Erwin St	Financial Partners Credit Union	WC-2005-44	2	3	5	34	32	66	4,000	Sq. Footage	Proposed Credit Union in place of retail. See also WC-2004-32, WC-2005-20
21	6360 Topanga Cyn Bl	The Village at Westfield Topanga	WC-2007-34	655	254	909	470	732	1202	1,125,440	Sq. Footage	Mixed Use Project
22	21108 Ventura Bl	Wells Fargo Bank	VEN-2004-67	3	6	9	79	79	158	5593	Sq. Footage	Replacing specialty retail (wireless phone store)
23	7510 De Soto Av	Multicultural Learning Center	SFV-2006-57	79	65	144	46	52	98	160	Seats	Expansion of charter school (K-8)
24	21355 Sherman Way	McDonalds & Starbucks	SFV-2002-40	85	78	163	77	75	152	4400	Sq. Footage	fast-food w/ drive through
25	7150 Tampa Av	Jewish Home for the Aging Expansion	SFV-2003-050	26	32	58	47	30	77		Other	nursing home w/ 162 net retirement apts, 150 net nursing beds, 24630 sf dining & kitchen
	6537 Topanga Canyon Bl	California National Bank	WC-2005-3	5		5	21	39	60	8331	Sq. Footage	Bank to replace 3 day blinds
27	5530 Donna Av	Samiti Yog/Meditation Center	SFV-2005-059	41	39	80			0	240	Seats	seats = attendees
28	18855 Victory Bl	Jewish Home for the Aging Expansion	SFV-2005-67	21	11	32	22	28	50	228	Beds	Assisted living facility
29	6155 Yolanda Av	Crestview Private Elementary School	SFV-2003-014	181	205	386	97	79	176	420	Enrollment	18701 Calvert St
30	22201 Philipriimm St.	44 new SFDs	N/A	8	25	33	28	16	44	44	Dwelling Unit	New single family dwellings
31	6724 Reseda Bl	Reseda Auto Electric Center	SFV-2004-113	23	9	32	21	22	43	19	Bays	19 bay auto care center + 2200 sf office
32	22555 Oxnard St	Woodland Hills Private School	SFV-2001-15	89	57	146	13	18	31	185	Students	185 net student increase for K-12 private school

Notes: [a] - Trip generation estimates and project data provided by LADOT, September 2004.

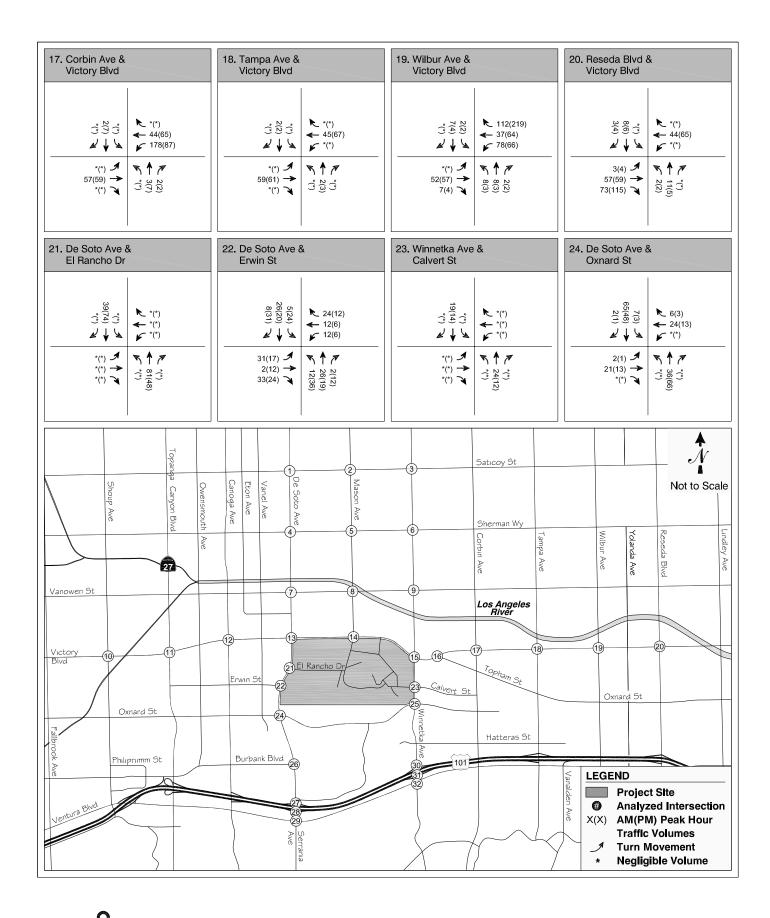






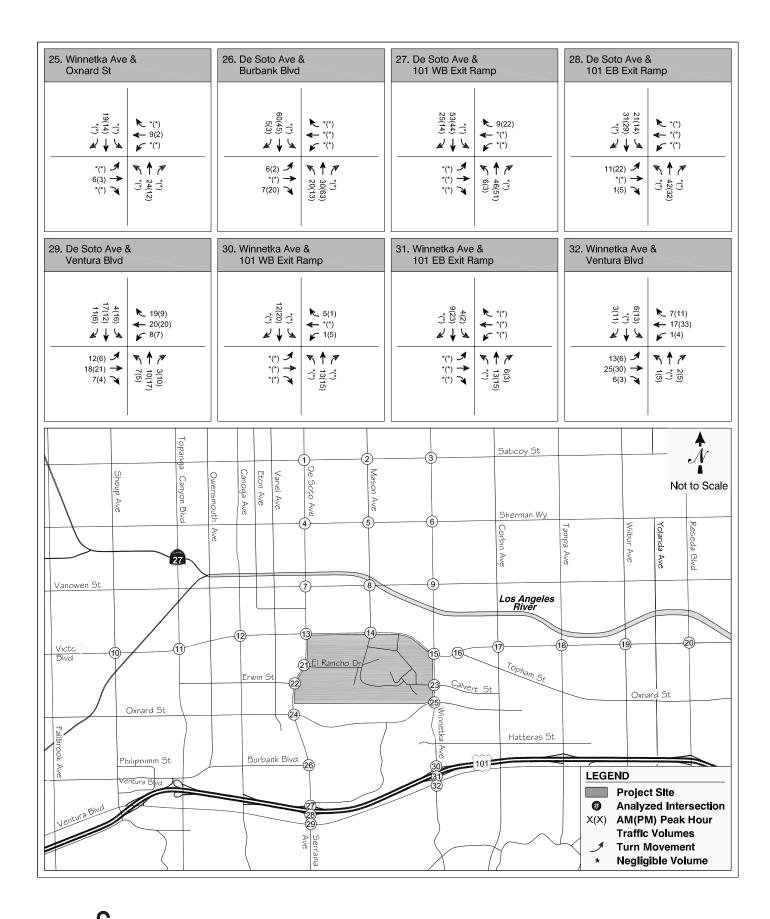
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FIGURE 9 (CONT.D)



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FIGURE 9 (CONT.D)



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FIGURE 9 (CONT.D)

network for 2015 cumulative base conditions. To account for changes in campus population and fully analyze the impacts of the updated Master Plan, the 2015 cumulative plus project conditions analyze the incremental trip increases from 2002 to 2015 based on projected FTE. As such, the incremental project impact of campus growth between 2002 and 2015 has been isolated, allowing for analysis of the entire project as the growth projected from 2002 to 2015. The weekday peak hour turning movement volumes representing project trips generated by changes in FTE from 2002 to 2009 to be removed at the analyzed intersections are shown on Figure 10.

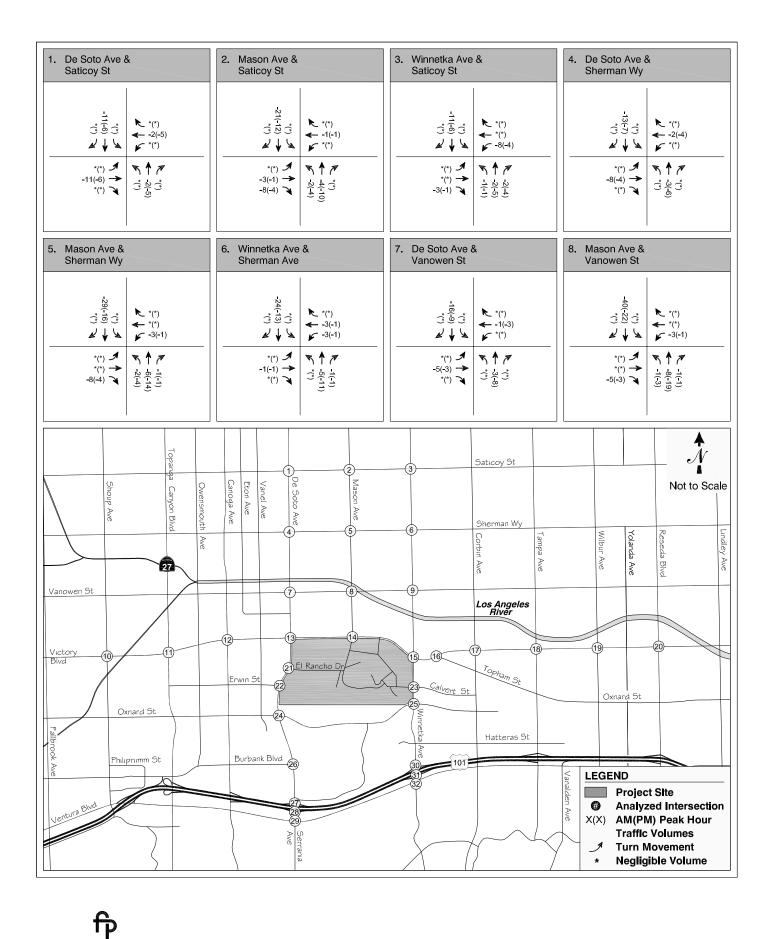
Table 6 provides the peak hour trip generation estimates for Pierce College based on the changes in FTE from 2002 to 2009 that were removed from the street network as shown in Figure 10. Approximately 3,210 daily trips are projected from the Pierce College year 2002 FTE baseline to year 2009 FTE, including about 323 trips during the AM peak hour and 274 trips during the PM peak hour. The derivation of trip generation rates and project trip distribution patterns used to remove the trips generated by changes in FTE from 2002 to 2009 are discussed in the section of this chapter following cumulative base traffic volumes.

Cumulative Base Traffic Volumes

Using the estimated trip generation and trip distribution patterns, traffic generated by the 32 related projects was assigned to the street network and added to the ambient background increase of six percent, while project generated trips based on the change in FTE from the 2002 Pierce College baseline to 2009 were removed. The resulting traffic volumes, representing 2015 cumulative base conditions without the project, are presented in Figure 11.

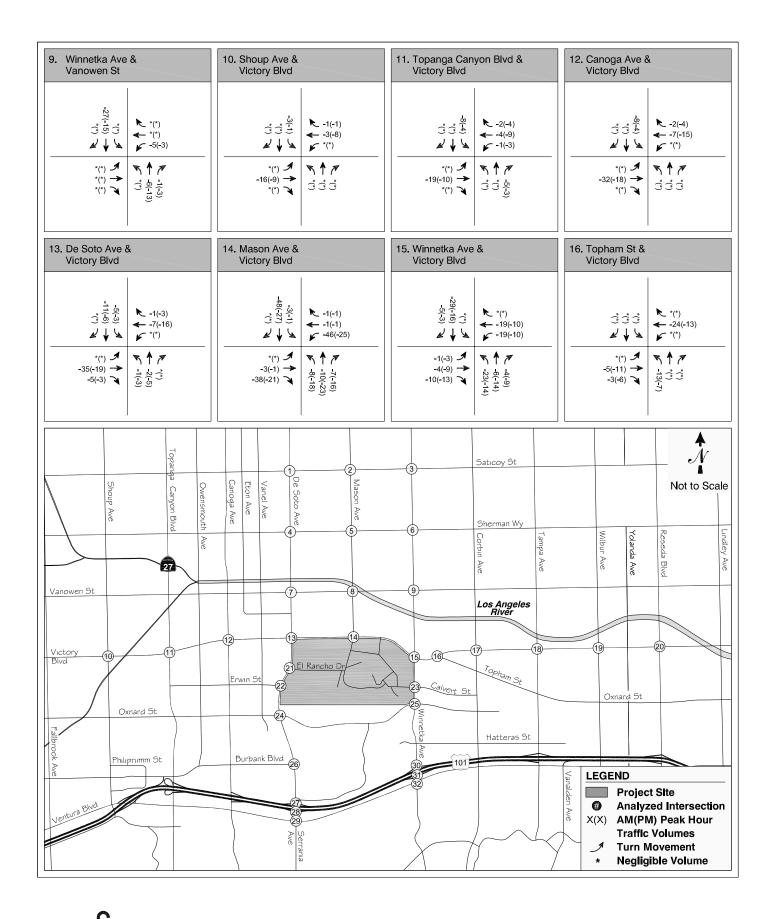
BASELINE TRANSPORTATION SYSTEM IMPROVEMENTS

Information was collected from LADOT regarding committed transportation system improvements programmed for implementation within the study area and timeframe. These include:



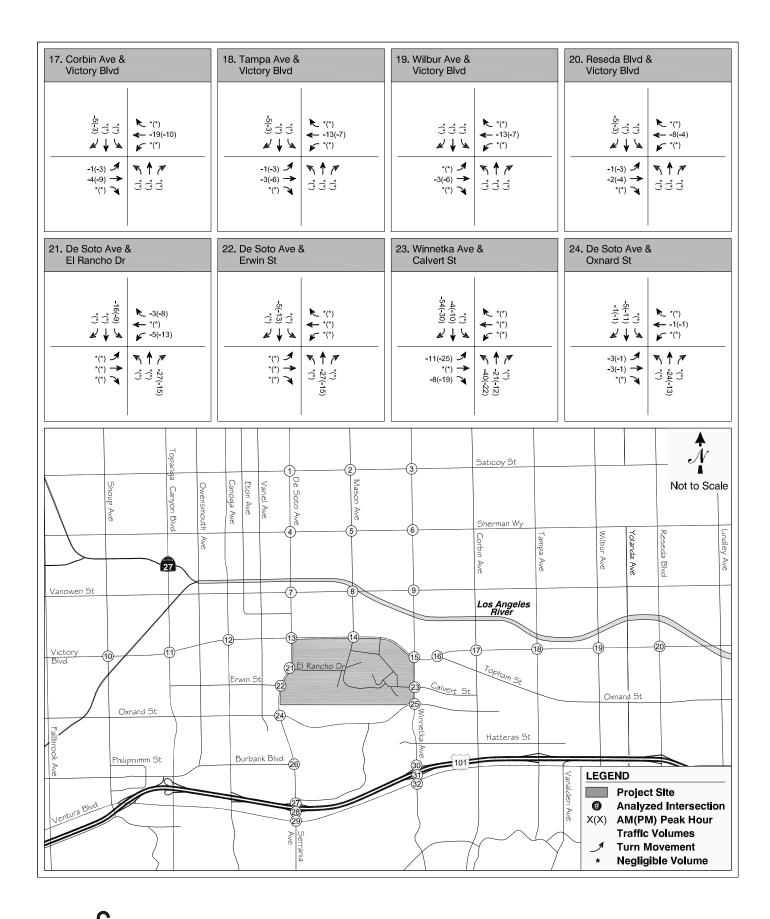
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FIGURE 10



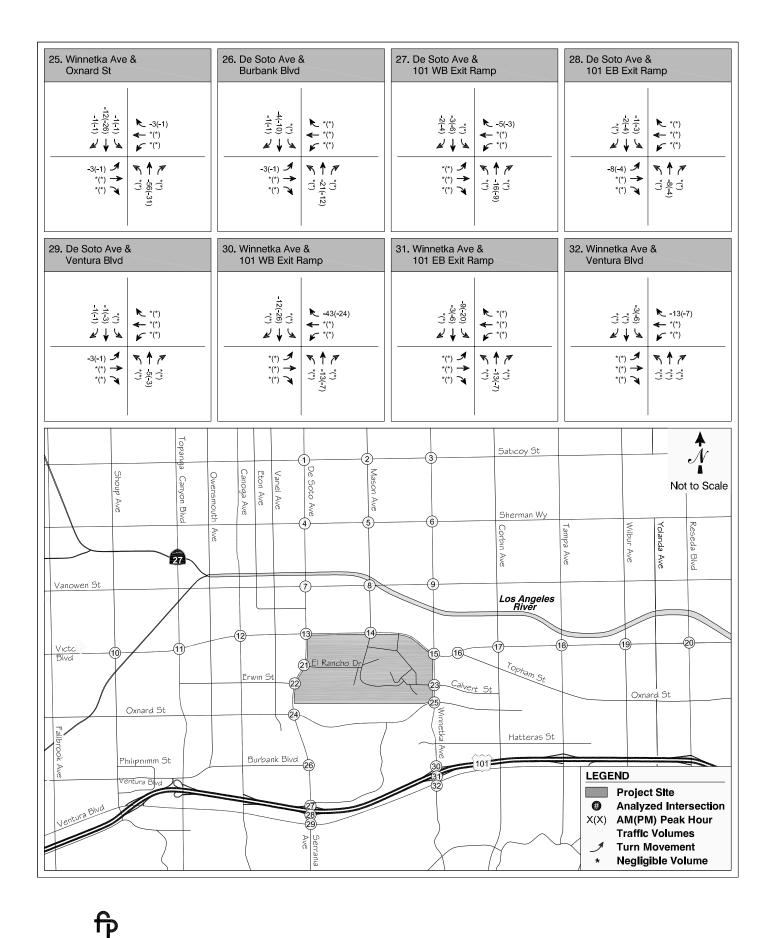
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FIGURE 10 (CONT.D)



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FIGURE 10 (CONT.D)



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FIGURE 10 (CONT.D)

TABLE 6PIERCE COLLEGE FACILITIES MASTER PLAN UPDATETRIP GENERATION ESTIMATES: ACADEMIC GROWTH

Student		AN	I Peak Hour		PN	PM Peak Hour [a]			
FTE	Daily	ln	Out	Total	In	Out	Total		
ovember 20	 08/March 20 	-	146	770	327	352	679		
		447	65		159	122	281		
		388	90	478	197	250	447		
		<u>171</u>	<u>41</u>	<u>212</u>	<u>207</u>	<u>42</u>	<u>249</u>		
	19,720	1,630				766	1,656		
							<u>83</u>		
	20,710	1,712	359	2,071	935	804	1,739		
09 Data 16,079	1.29	83%	17%	0.13	54%	46%	0.11		
13,591 16,079 15,500									
Trips Added by Pierce College Academic Growth									
2,488	3,210	268	55	323	148	126	274		
<u>(579)</u>	(750)	<u>(62)</u>	<u>(13)</u>	<u>(75)</u>	<u>(35)</u>	<u>(29)</u>	<u>(64)</u>		
1,909	2,460	206	42	248	113	97	210		
	FTE ovember 200 09 Data 16,079 13,591 16,079 15,500 nic Growth 2,488 (579)	FTE Daily ovember 2008/March 20 990 20,710 09 Data 16,079 1.29 13,591 16,079 15,500 nic Growth 2,488 3,210 (579) (750)	FTE Daily In ovember 2008/March 2009) 624 447 388 171 388 19,720 1,630 <u>990</u> 82 20,710 1,712 09 Data 1.29 83% 13,591 16,079 15,500	FTE Daily In Out ovember 2008/March 2009) 624 146 447 65 388 90 171 41 19,720 1,630 990 82 17 20,710 1,712 359 09 Data 16,079 1.29 83% 17% 13,591 16,079 1.29 83% 17% 13,591 16,079 1.29 83% 55 15,500 (750) (62) (13)	FTE Daily In Out Total ovember 2008/March 2009) 624 146 770 447 65 512 388 90 478 19,720 1,630 342 1,972 990 20,710 1,712 359 2,071 09 Data 16,079 1.29 83% 17% 0.13 13,591 16,079 1.29 83% 17% 0.13 13,591 16,079 1.29 83% 17% 0.13 13,591 16,079 1.29 83% 17% 0.13 13,591 16,079 1.29 83% 17% 0.13 13,591 16,079 1.29 83% 17% 0.13 13,591 16,079 1.29 83% 17% 0.13 13,591 16,079 1.29 17 17 17 14,079 1.29 1.29 1.29 1.29 1.29 1.29 1.29 1.29 <td>FTE Daily In Out Total In ovember 2008/March 2009) 624 146 770 327 447 65 512 159 388 90 478 197 19,720 1,630 342 1,972 890 990 82 17 99 45 20,710 1,712 359 2,071 935 09 Data 16,079 1.29 83% 17% 0.13 54% 13,591 15,500 268 55 323 148 (579) (750) (62) (13) (75) (35)</td> <td>FTE Daily In Out Total In Out ovember 2008/March 2009) 624 146 770 327 352 447 65 512 159 122 388 90 478 197 250 19,720 1,630 342 1,972 890 766 990 82 17 99 45 38 20,710 1,712 359 2,071 935 804 09 Data 16,079 1.29 83% 17% 0.13 54% 46% 13,591 16,079 1.29 83% 17% 0.13 54% 46% 13,591 16,079 1.29 83% 17% 0.13 54% 46% 13,591 16,079 1.29 83% 17% 0.13 54% 46% 12,488 3,210 268 55 323 148 126 (579) (750) (6</td>	FTE Daily In Out Total In ovember 2008/March 2009) 624 146 770 327 447 65 512 159 388 90 478 197 19,720 1,630 342 1,972 890 990 82 17 99 45 20,710 1,712 359 2,071 935 09 Data 16,079 1.29 83% 17% 0.13 54% 13,591 15,500 268 55 323 148 (579) (750) (62) (13) (75) (35)	FTE Daily In Out Total In Out ovember 2008/March 2009) 624 146 770 327 352 447 65 512 159 122 388 90 478 197 250 19,720 1,630 342 1,972 890 766 990 82 17 99 45 38 20,710 1,712 359 2,071 935 804 09 Data 16,079 1.29 83% 17% 0.13 54% 46% 13,591 16,079 1.29 83% 17% 0.13 54% 46% 13,591 16,079 1.29 83% 17% 0.13 54% 46% 13,591 16,079 1.29 83% 17% 0.13 54% 46% 12,488 3,210 268 55 323 148 126 (579) (750) (6		

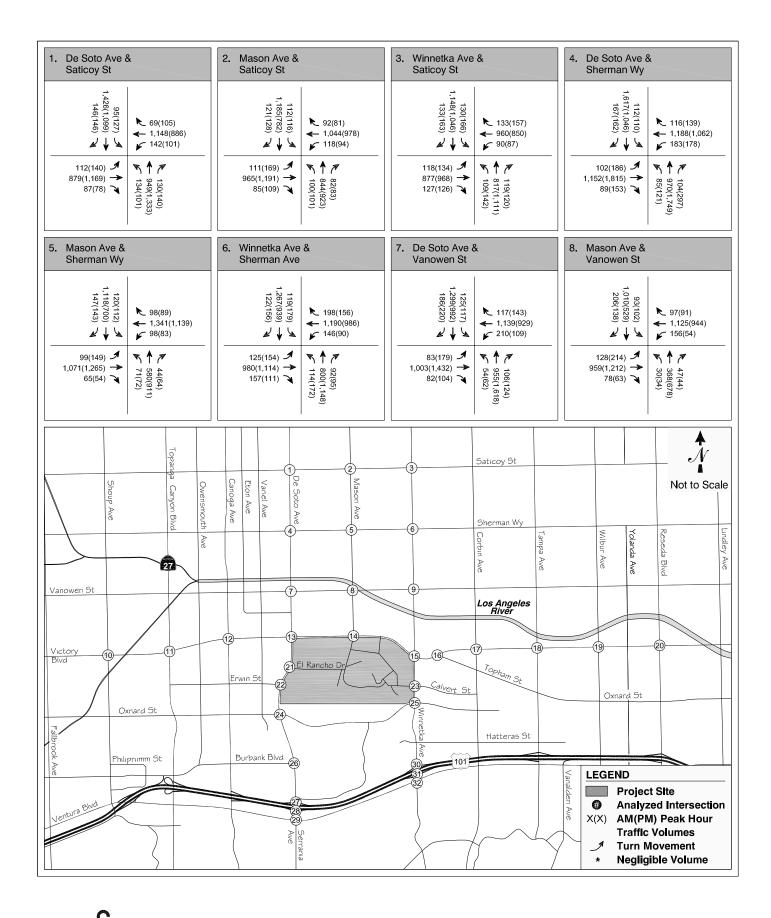
Notes:

a. Trip estimates are based on November 2008 and March 2009 manual in/out counts and estimated FTE.

b. Estimated existing trips generated by Pierce College students parked on surrounding street frontages (Victory Boulevard and Winnetka Avenue). Assumed to be 5% addition to driveway trips, based on percent of existing peak parking demands that are on-street

c. Source: Pierce College, November 2009.

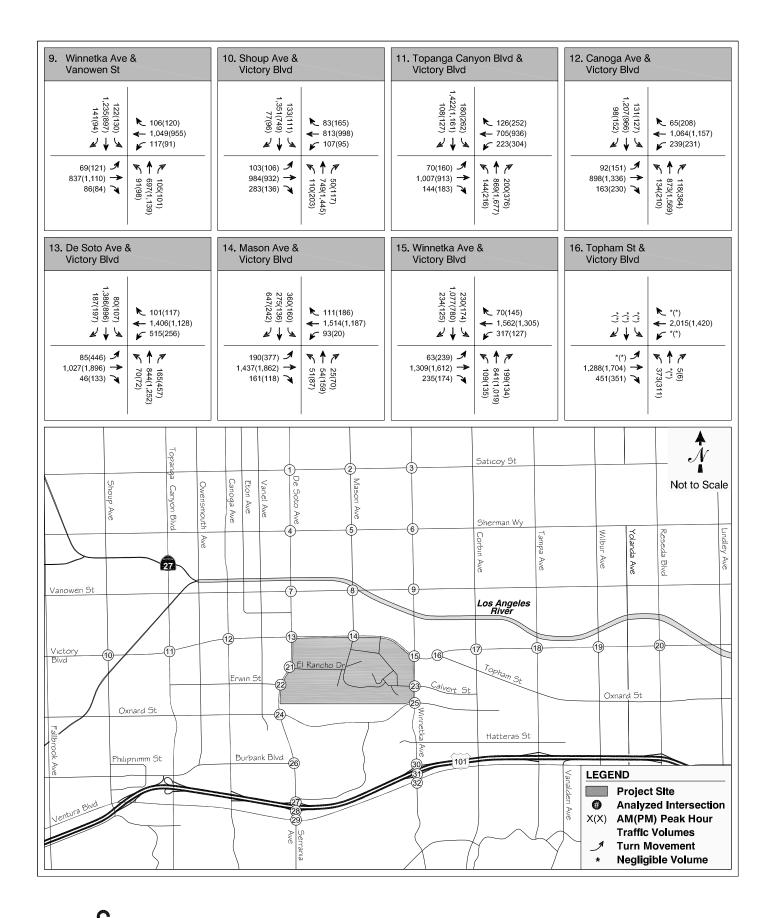
d. Source: Pierce College, June 2002.





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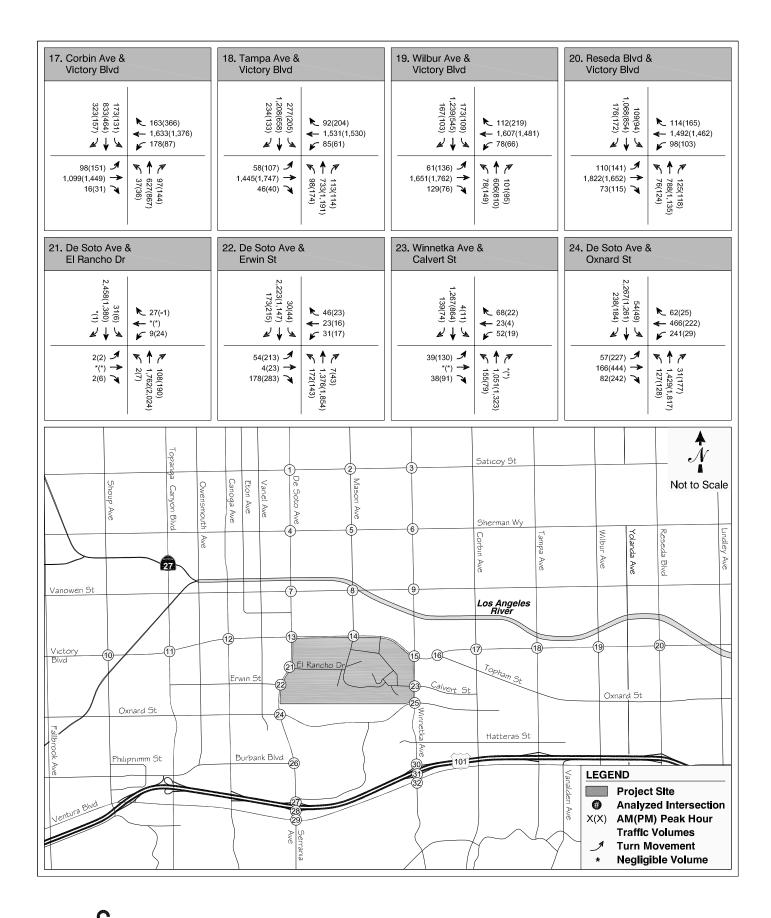
FIGURE 11



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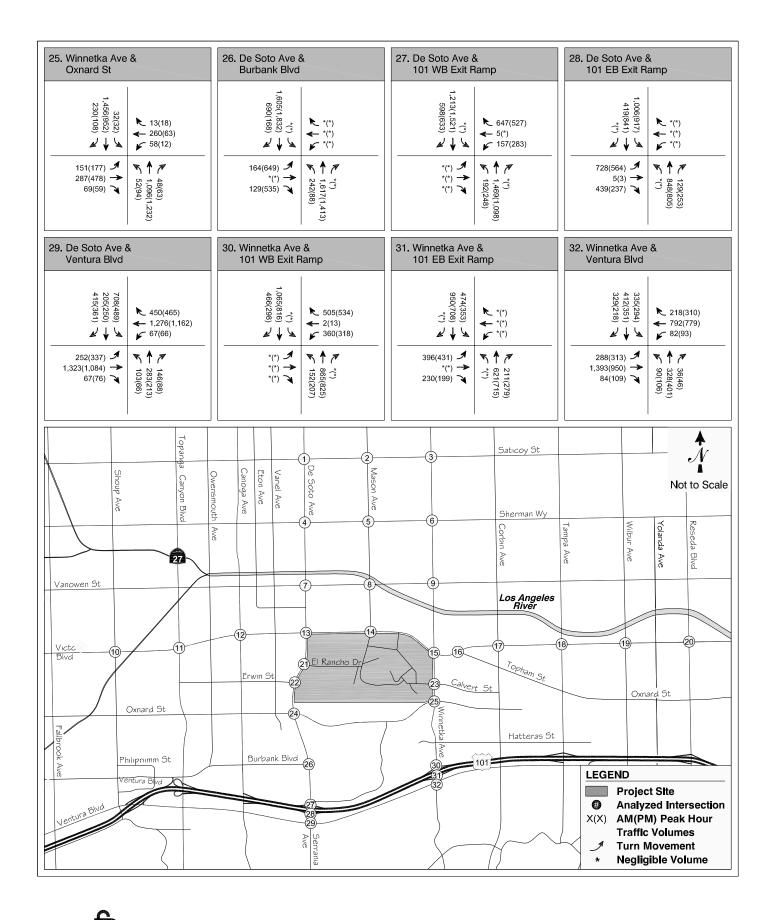
FIGURE 11 (CONT.D)





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FIGURE 11 (CONT.D)



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FIGURE 11 (CONT.D)

- <u>De Soto Avenue/Vanowen Street</u> Restripe eastbound approach of Vanowen Street from the existing left-turn lane, two through lanes, and right-turn lane to one left-turn lane, two through lanes, and one shared through/right-turn lane.
- <u>Shoup Avenue/Victory Boulevard</u> Restripe northbound approach of Shoup Avenue from the existing left-turn lane, one through lane, and shared through/right-turn lane to one left-turn lane, two through lanes, and one right-turn lane.
- <u>Topanga Canyon Boulevard/Victory Boulevard</u> Widen Victory Boulevard on the eastern leg and restripe from the existing dual left-turn lanes, two through lanes, and right-turn lane to dual left-turn lanes, three through lanes, and one right-turn lane.
- <u>Canoga Avenue/Victory Boulevard</u> Restripe westbound approach of Victory Boulevard from the existing left-turn lane, three through lanes, and right-turn lane to one left-turn lane, three through lanes, and one shared through/right-turn lane.

These improvements were assumed to be in place as part of the cumulative base traffic forecasts in this study.

The Transportation Improvement and Management Program (TIMP) set forth in the Warner Center Specific Plan also includes additional future improvements at certain of the study intersections. The Specific Plan also requires that developers within Warner Center pay a Traffic Impact Assessment (TIA) fee to help pay for these improvements. However, since the TIA fee by design does not fully fund these improvements (since it funds only the portion of the improvements needed as a result of Warner Center future development), these improvements have not been assumed as a baseline condition in this study. Instead, they are considered as applicable later in the mitigation section of this report.

PROJECT TRAFFIC PROJECTIONS

Project Trip Generation

Future traffic volumes were projected for the Pierce College campus for buildout (Year 2015) of the updated campus Master Plan. The methodology for development of the volume projections included:

 <u>Academic Growth (Students, Faculty/Staff and Visitors)</u> – The Master Plan envisions academic growth to 15,500 FTE students by 2015. Growth in trips generated by students, faculty/staff, and campus visitors related to this projected academic growth were estimated by applying empirical trip generation rates derived from existing Pierce College conditions.

Empirical trip generation rates per FTE were derived through comparison of the total number of existing vehicles entering and exiting the campus to the existing (year 2008-2009) estimated student FTE. The rates were adjusted upward to incorporate those students who currently park on-street on either Victory Boulevard or Winnetka Avenue who were not captured in the in/out traffic counts. Based on this analysis, it is estimated that, on average, the number of vehicle trips currently generated per FTE on the Pierce College campus is as follows:

Vehicle Trips per Student FTE									
Daily AM Peak Hour PM Peak Hour									
1.29	0.13	0.11							
	(83% in/17% out)	(54% in/46% out)							

These trip generation rates were applied to the projected future FTE to project the increase in future trips generated by academic purposes through 2015.

Table 6 summarizes the estimated incremental increase in external trips generated on the Pierce College campus related to the future campus academic population growth from the Pierce College Year 2002 FTE baseline to Year 2015. As can be seen, a total net increase of about 2,460 daily, 248 AM peak hour, and 210 PM peak hour external trips are projected based on the increases in FTE between 2002 and 2015.

Project Traffic Distribution and Assignment

A trip distribution pattern was developed for the Pierce College campus based on inspection of two data sources: zip code data of existing Pierce College student residences (supplied by Pierce College for fall 2004); and existing volumes and turning movements at the campus access points (Brahma Drive, Mason Street, Lot 7 driveway, and El Rancho Drive) as an indication of both the existing split of traffic accessing the campus between the various access points and the existing direction of these trips at the access points.

The following table summarizes the top 10 zip codes, all of which are in the San Fernando Valley, identified as residence locations of Pierce College students:

PIERCE COLLEGE STUDENTS – FALL 2004										
ZIP CODE	FREQUENCY	PERCENT								
91335	1,933	10.29%								
91306	1,314	7%								
91304	1,266	6.74%								
91367	1,105	5.88%								
91325	777	4.14%								
91311	773	4.12%								
91356	706	3.76%								
91344	698	3.72%								
91307	695	3.70%								
91406	683	3.64%								
Other	8,828	47.01%								
Total	18,778	100.0%								

TABLE 7 DISTRIBUTION OF ZIP CODES OF RESIDENCE PIERCE COLLEGE STUDENTS – FALL 2004

Source: Pierce College, May 2009.

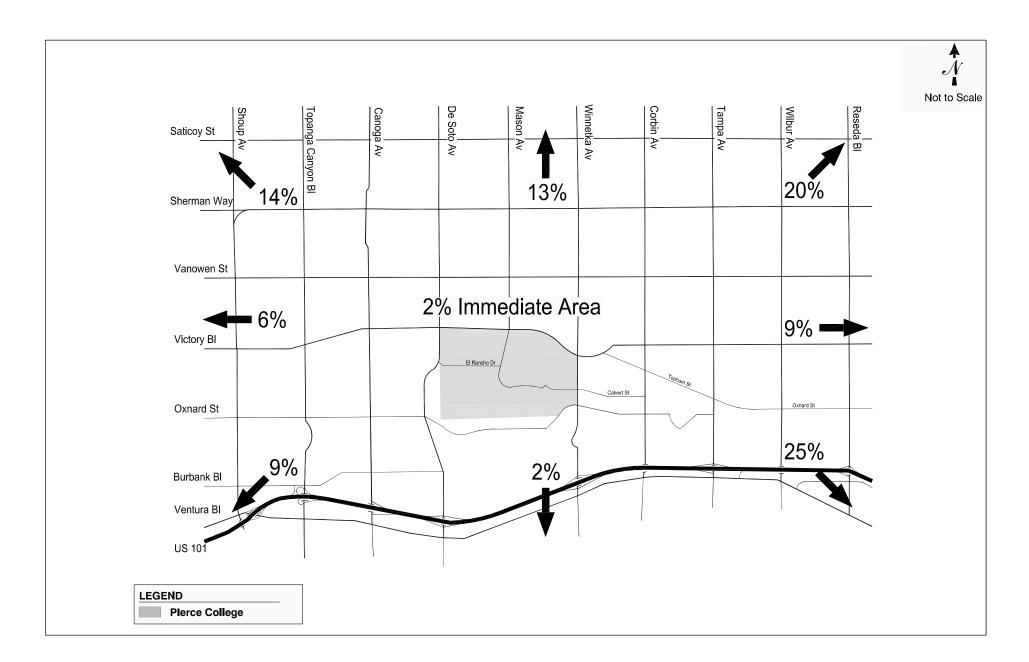
Taking this data into consideration along with the direction of travel at the campus access points, a trip distribution pattern was developed for project trips as illustrated in Figure 12.

Using the estimated trip generation and the distribution patterns developed above, the traffic generated by the proposed project was assigned to the street network following the trip assignment percentages shown in Figure 13 for the academic uses.

The net incremental project only traffic volumes generated by the buildout of the proposed Master Plan at the study intersections are shown on Figure 14.

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

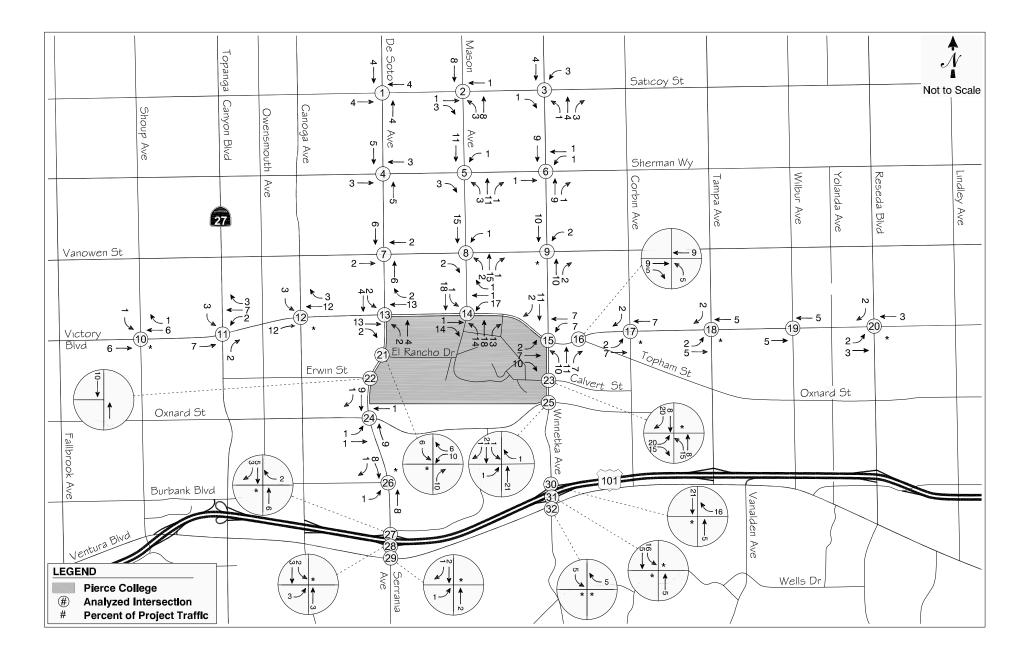
The project-generated traffic volumes shown in Figure 14 were then added to the cumulative base traffic projections shown in Figure 11 to yield the cumulative plus project traffic forecasts. The resulting projected cumulative plus project peak hour traffic volumes are presented in Figure 15.





GENERALIZED PROJECT TRIP DISTRIBUTION PATTERN

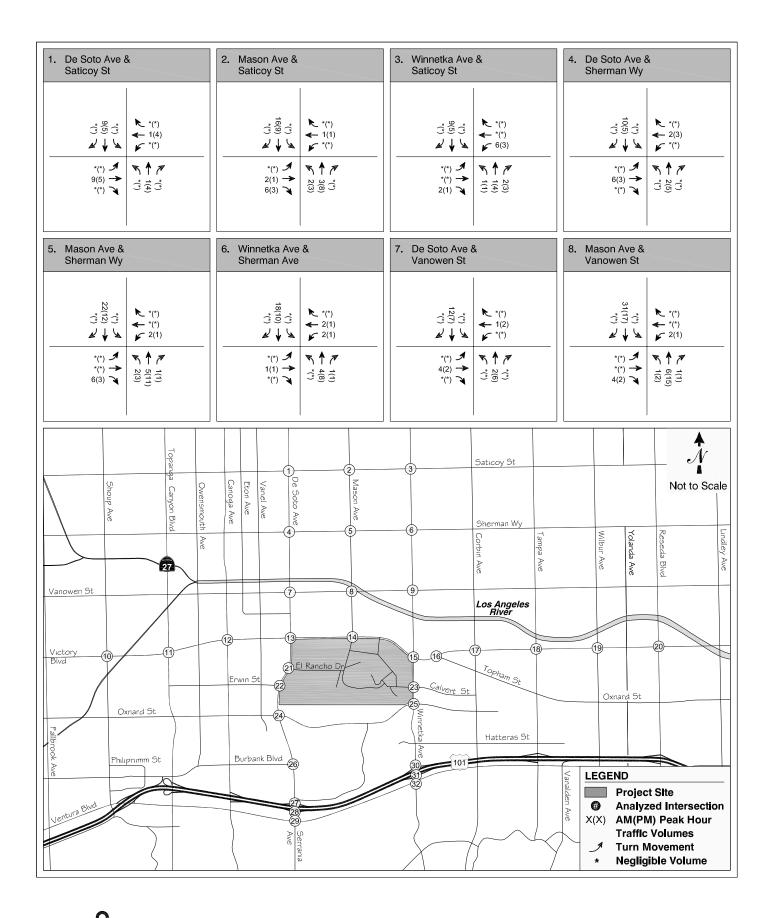
FIGURE 12



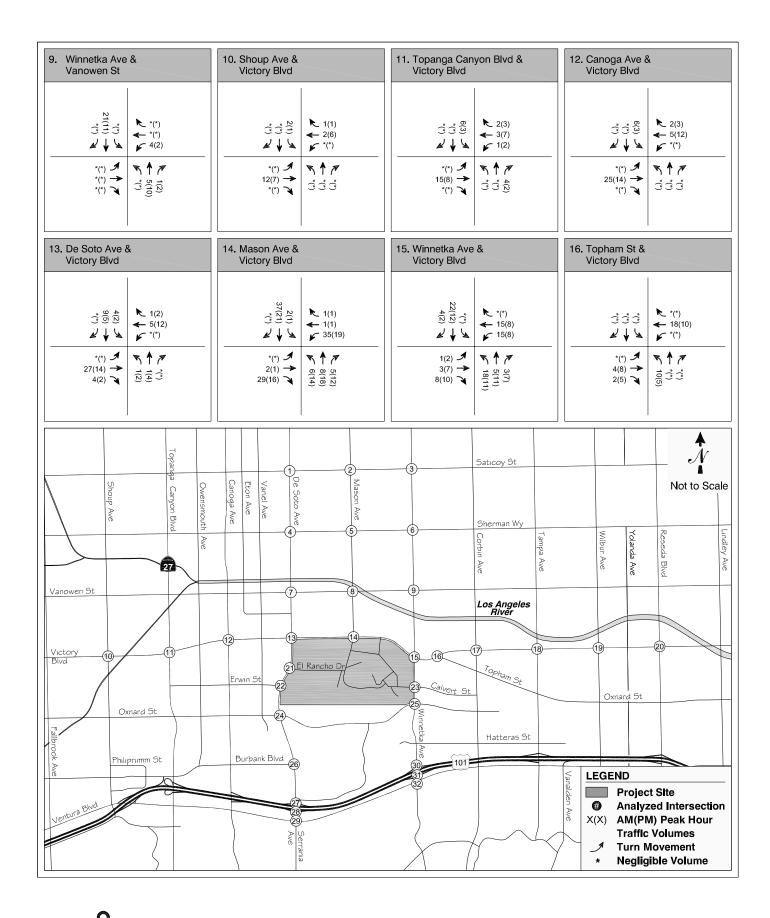


ACADEMIC PROJECT TRIP DISTRIBUTION

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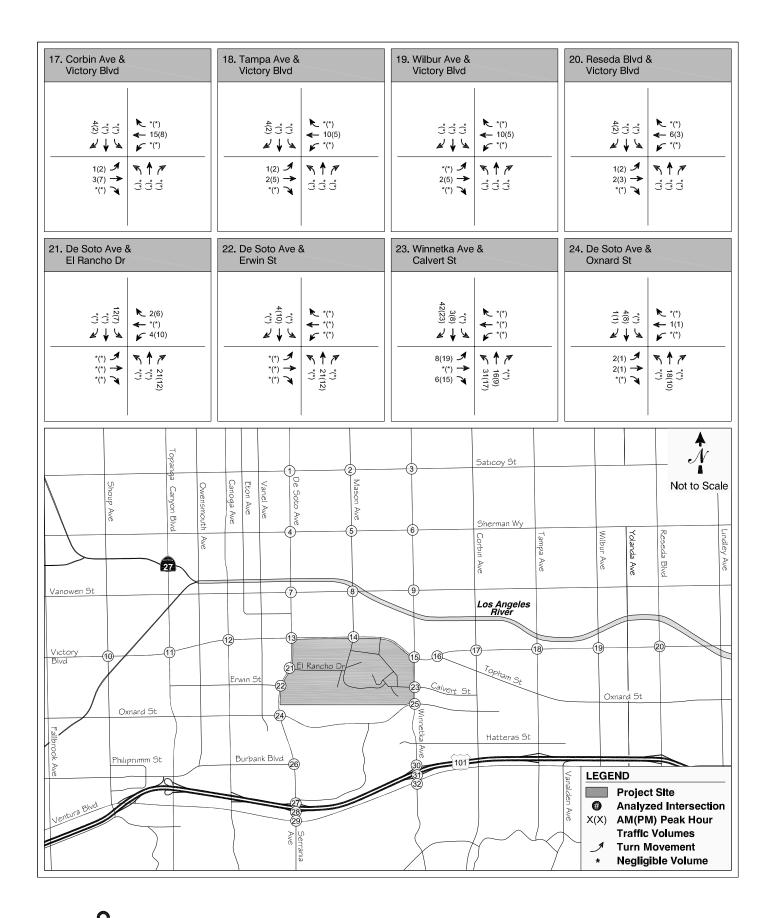


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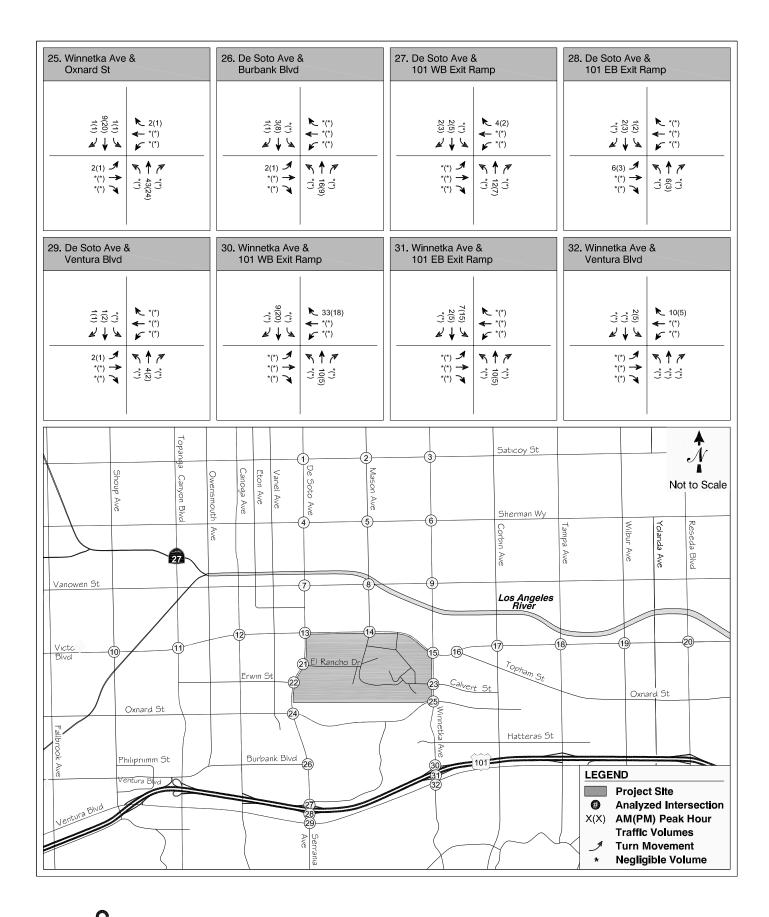
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FIGURE 14 (CONT.D)



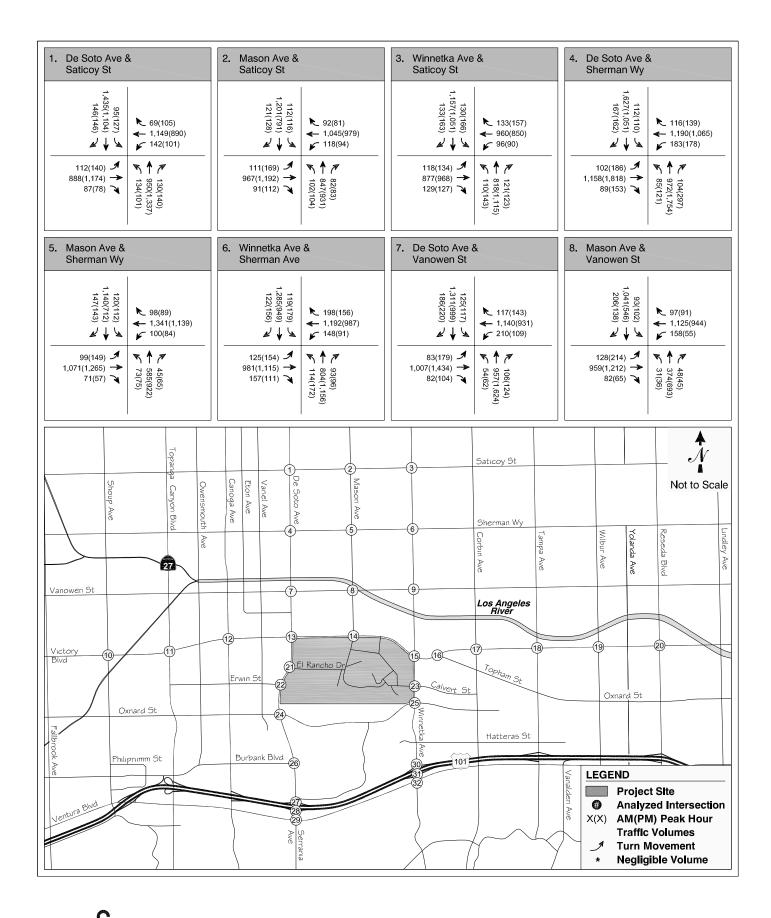
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FIGURE 14 (CONT.D)

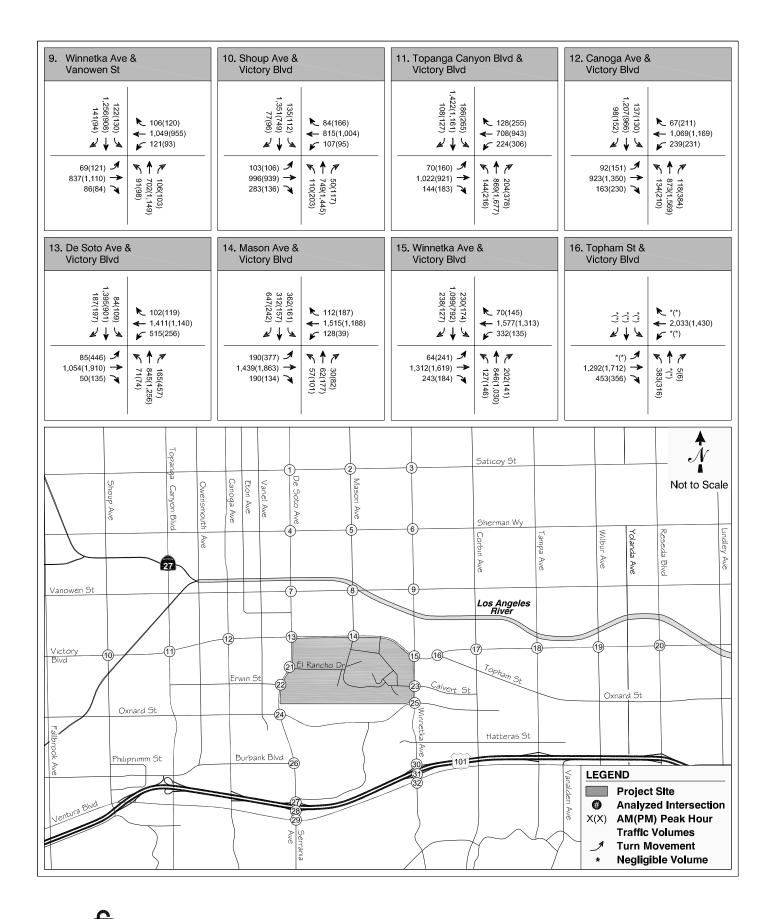


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FIGURE 14 (CONT.D)



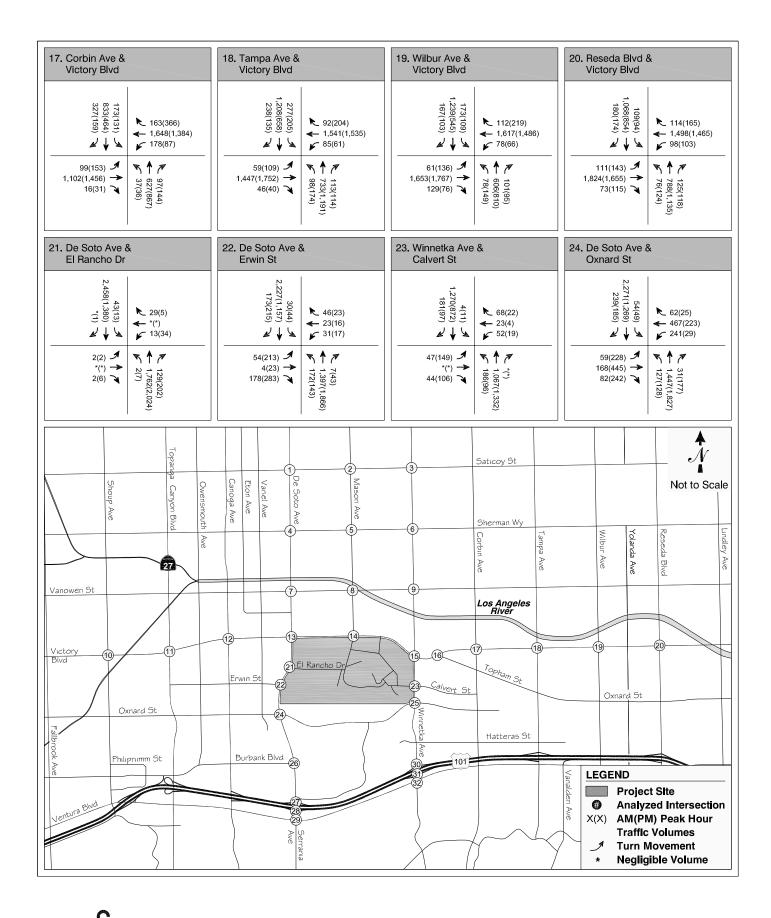
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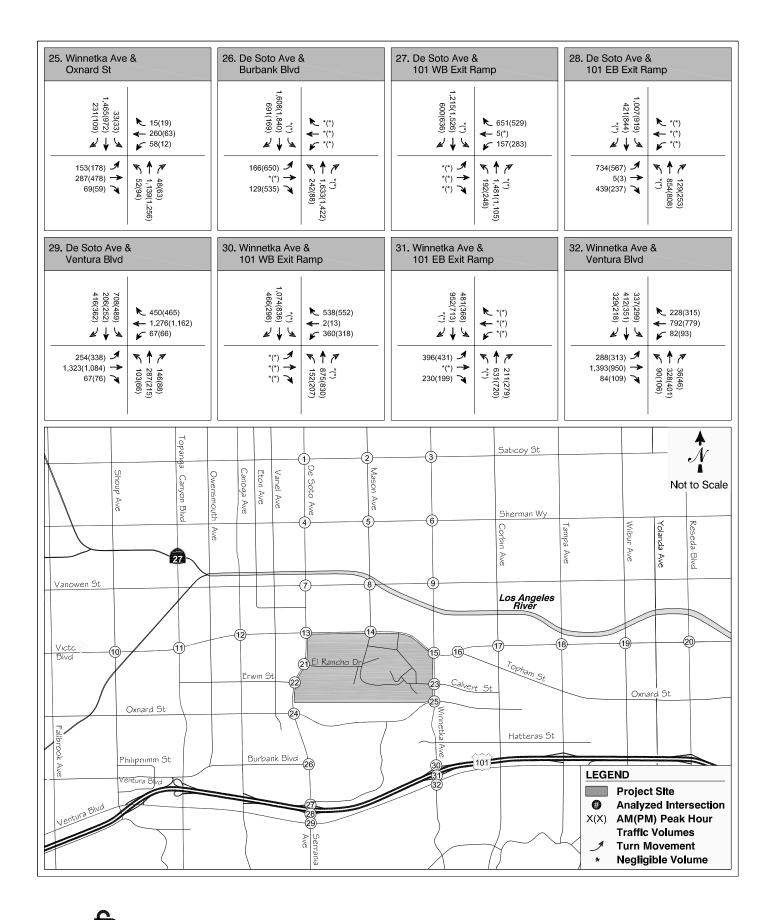
FIGURE 15 (CONT.D)



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FIGURE 15 (CONT.D)



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FIGURE 15 (CONT.D)

IV. TRAFFIC IMPACT ANALYSIS

This chapter presents an analysis of the potential impacts of the traffic generated by buildout of the Pierce College Facilities Master Plan project on the local street system. The analysis compares the projected levels of service at each study location under cumulative conditions both with and without the project to determine potential impacts, using significance criteria established by the City of Los Angeles.

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

LADOT has established threshold criteria that determine if a project has a significant traffic impact at a specific intersection. According to the LADOT criteria, a project impact would be considered significant if the following conditions were met:

	ection Condition Project Traffic	Project-Related Increase
LOS	V/C Ratio	in V/C Ratio
С	> 0.70 - 0.80	Equal to or greater than 0.04
D	> 0.80 - 0.90	Equal to or greater than 0.02
E, F	> 0.90	Equal to or greater than 0.01

CUMULATIVE BASE INTERSECTION OPERATING CONDITIONS

This section presents an analysis of potential future traffic conditions under Year 2015 Cumulative Base conditions if no growth were assumed to occur on the Pierce College campus between the year 2002 FTE baseline and Year 2015. The cumulative base traffic volumes projected in Chapter III were analyzed using the level of service methodologies described in Chapter II to forecast cumulative base peak hour levels of service at the study locations. The first columns in Table 8 summarize the results of this analysis. As can be seen, the following 13 study intersections are projected to operate at LOS E or F during one or both peak hours under Year 2015 Cumulative Base conditions:

- De Soto Avenue & Saticoy Street
- De Soto Avenue & Sherman Way
- Winnetka Avenue & Vanowen Street
- Shoup Avenue & Victory Boulevard
- Topanga Canyon Boulevard & Victory Boulevard
- Canoga Avenue & Victory Boulevard
- De Soto Avenue & Victory Boulevard
- Winnetka Avenue & Victory Boulevard
- Corbin Avenue & Victory Boulevard
- Tampa Avenue & Victory Boulevard
- Wilbur Avenue & Victory Boulevard
- Reseda Avenue & Victory Boulevard
- Winnetka Avenue & Ventura Boulevard

This represents a slight deterioration in operating conditions from existing conditions since, as discussed in Chapter II (Table 2), 11 of the intersections currently operate at LOS E or F during one or both peak hours. Thus, background traffic growth and traffic generated by related projects will have some impact on operating conditions in the study area even without consideration of potential growth on the Pierce College campus.

The cumulative base conditions projected in Table 8 and discussed above assume implementation of the committed baseline transportation system improvements described in Chapter III. These cumulative base projections also include the subtraction of academic trips generated based on 2002-2009 FTE, as shown on Figure 10, contributing to slightly improved LOS projections than if those volumes had been left in the cumulative base projections.

PROJECT TRAFFIC IMPACT ANALYSIS

The cumulative plus project traffic volumes as projected in the previous chapter were analyzed to determine potential future operating conditions and traffic impacts with the addition of incremental project-generated traffic associated with buildout of the Pierce College Master Plan through 2015. The middle columns in Table 8 show the results of this analysis.

TABLE 8 INTERSECTION LEVEL OF SERVICE ANALYSIS CUMULATIVE BASE AND CUMULATIVE PLUS PROJECT CONDITIONS

		Peak	Cumul Base 2			Cumulative + Project 2015		Significant Project	With Proje Mitigatior		Project Increase	Residual
	Intersection	Hour	V/C	LOS	V/C	LOS	in V/C	Impact	V/C L	OS	in V/C	Impacts
*1.	De Soto Av & Saticoy St	AM PM	0.933 0.984	E E	0.935 0.987	E E	0.002 0.003	NO NO				
*2.	Mason Av &	AM	0.885	D	0.892	D	0.007	NO				
	Saticoy St	РМ	0.839	D	0.843	D	0.004	NO				
*3.	Winnetka Av & Saticoy St	AM PM	0.829 0.877	D D	0.833 0.879	D D	0.004 0.002	NO NO				
**4.	De Soto Av & Sherman Way	AM PM	0.796 1.041	C F	0.800 1.043	C F	0.004 0.002	NO NO				
**5.	Mason Av & Sherman Way	AM PM	0.755 0.672	C B	0.764 0.676	C B	0.009 0.004	NO NO				
**6.	Winnetka Av & Sherman Way	AM PM	0.872 0.872	D D	0.878 0.875	D D	0.006 0.003	NO NO				
**7.	De Soto Av & Vanowen St	AM PM	0.852 0.876	D D	0.853 0.878	D D	0.001 0.002	NO NO				
*8.	Mason Av & Vanowen St	AM PM	0.848 0.727	D C	0.859 0.732	D C	0.011 0.005	NO NO				
*9.	Winnetka Av & Vanowen St	AM PM	0.931 0.939	E E	0.938 0.945	E E	0.007 0.006	NO NO				
**10.	Shoup Av & Victory Blvd	AM PM	0.943 0.875	E D	0.947 0.879	E D	0.004 0.004	NO NO				
**11.	Topanga Cyn Blvd & Victory Blvd	AM PM	0.744 0.975	C E	0.748 0.981	C E	0.004 0.006	NO NO				
**12.	Canoga Av & Victory Blvd	AM PM	0.705 0.957	C E	0.712 0.963	C E	0.007 0.006	NO NO				
**13.	De Soto Av & Victory Blvd	AM PM	0.798 0.987	C E	0.808 0.993	D E	0.010 0.006	NO NO				
**14.	Mason Av & Victory Blvd	AM PM	0.701 0.662	C B	0.706 0.674	C B	0.005 0.012	NO NO				
**15.	Winnetka Av & Victory Blvd	AM PM	1.051 0.971	F E	1.067 0.988	F E	0.016 0.017	YES YES		E E	-0.093 -0.027	NO NO
**16.	Topham St & Victory Blvd	AM PM	0.869 0.716	D C	0.882 0.722	D C	0.013 0.006	NO NO				
**17.	Corbin Av & Victory Blvd	AM PM	0.974 1.006	E F	0.981 1.010	E F	0.007 0.004	NO NO				
**18.	Tampa Av & Victory Blvd	AM PM	1.003 1.146	F F	1.007 1.149	F F	0.004 0.003	NO NO				
**19.	Wilbur Av & Victory Blvd	AM PM	1.066 0.932	F E	1.067 0.934	F E	0.001 0.002	NO NO				
**20.	Reseda Blvd & Victory Blvd	AM PM	1.030 1.059	F F	1.035 1.061	F F	0.005 0.002	NO NO				
**21.	De Soto Av & El Rancho Dr	AM PM	0.467 0.416	A A	0.468 0.430	A A	0.001 0.014	NO NO				
**22.	De Soto Av & Erwin St	AM PM	0.678 0.512	B A	0.678 0.515	B A	0.000 0.003	NO NO				
**23.	Winnetka Av & Calvert St	AM PM	0.555 0.453	A A	0.582 0.463	A A	0.027 0.010	NO NO				
**24.	De Soto Av & Oxnard St	AM PM	0.813 0.691	D B	0.815 0.694	D B	0.002 0.003	NO NO				
**25.	Winnetka Av & Oxnard St	AM PM	0.818 0.680	D B	0.824 0.689	D B	0.006 0.009	NO NO				

TABLE 8 INTERSECTION LEVEL OF SERVICE ANALYSIS CUMULATIVE BASE AND CUMULATIVE PLUS PROJECT CONDITIONS

	Peak	Cumul Base 2		Cumulative + Project 2015		Project	Significant	With Project Mitigation		Project	Residual
Intersection	Hour		LOS	V/C	LOS	Increase in V/C	Project Impact	V/C	LOS	Increase in V/C	Impacts
**26. De Soto Av & Burbank Blvd West	AM PM	0.631 0.641	B B	0.633 0.644	B B	0.002 0.003	NO NO				
**27. De Soto Av & US101 WB Ramps	AM PM	0.683 0.708	B C	0.686 0.711	B C	0.003 0.003	NO NO				
**28. De Soto Av & US101 EB Ramps	AM PM	0.795 0.641	C B	0.797 0.643	C B	0.002 0.002	NO NO				
**29. De Soto Av & Ventura Blvd	AM PM	0.832 0.732	D C	0.835 0.733	D C	0.003 0.001	NO NO				
**30. Winnetka Av & US101 WB Ramps	AM PM	0.584 0.534	A A	0.594 0.545	A A	0.010 0.011	NO NO				
**31. Winnetka Av & US101 EB Ramps	AM PM	0.729 0.701	C C	0.737 0.713	C C	0.008 0.012	NO NO				
**32. Winnetka Av & Ventura Blvd	AM PM	0.962 0.992	E E	0.962 0.992	E E	0.000 0.000	NO NO				

<u>Notes:</u>
* Intersection is currently operating under ATSAC system.
** Intersection is currently operating under ATCS system.

As indicated in the table, 13 of the study intersections are projected to operate at LOS E or F during one or both peak hours under cumulative plus project conditions. Application of the City of Los Angeles' significance criteria indicates that the project would create significant traffic impacts at one study intersection:

• Winnetka Avenue & Victory Boulevard

This impact would be generated by the estimated general growth in academic-related traffic to/from the campus from the 2002 campus base year to the 2015 Master Plan buildout year.

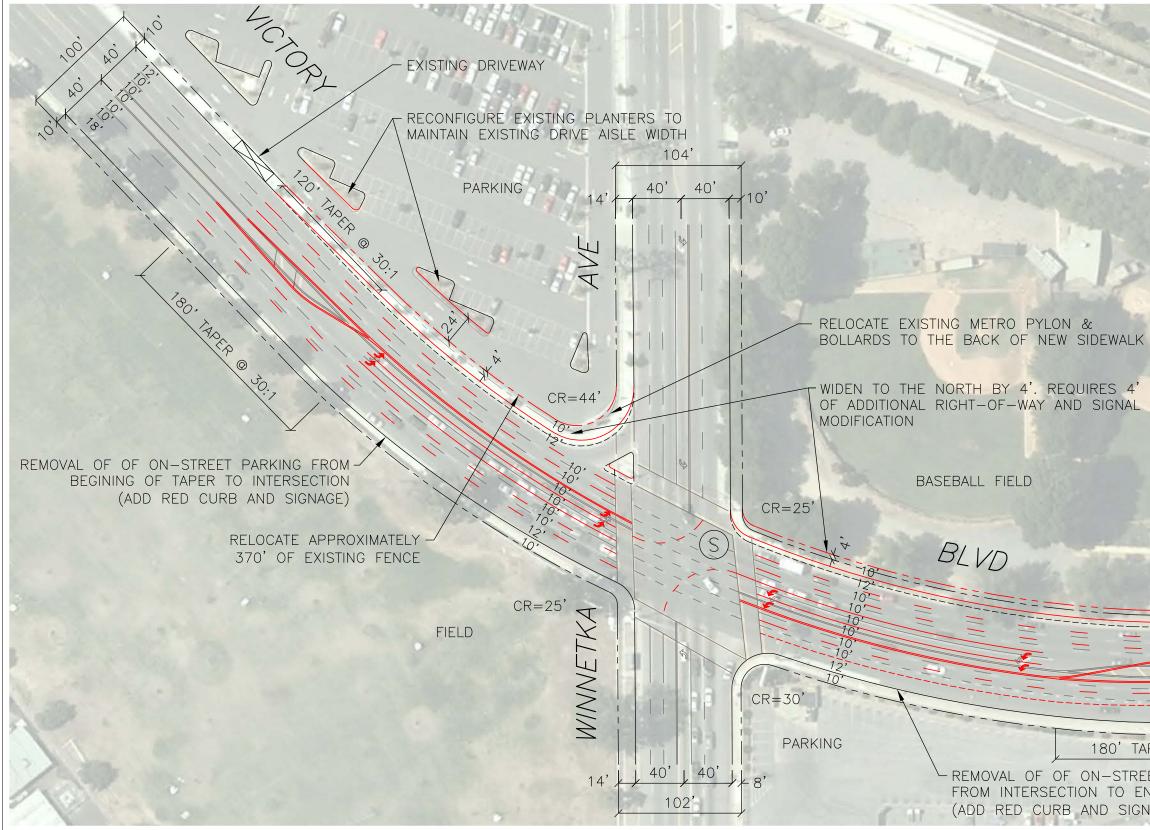
TRAFFIC MITIGATION MEASURES

The traffic impact analysis presented above determined that buildout of the Pierce College Master Plan would result in significant impacts on operating conditions at one of the study intersections. A potential mitigation measure to address this impact is discussed below:

• <u>Winnetka Avenue and Victory Boulevard</u> – This intersection could be mitigated during both peak periods with the provision of dual left-turn lanes on both the eastbound and westbound approaches on Victory Boulevard. This mitigation would require the acquisition of four feet of right-of-way from the north side of Victory Boulevard, east and west of Winnetka Avenue. The mitigation would also require the removal of approximately 32 on-street parking spaces along the eastbound approach and departure of Victory Boulevard on either side of Winnetka Avenue. This would result in changing existing lane configurations for both the westbound and eastbound approaches on Victory Boulevard at Winnetka Avenue from one left-turn lane, two through lanes, and one shared through/right-turn lane, as shown on Figure 16.

The proposed mitigation is identified as a cumulative mitigation in the WCSP TIMP. The WCSP TIMP provides that future intersection improvements at these locations are to be funded in part by Warner Center Transportation Impact Assessment (TIA) fees paid by development within Warner Center. However, these improvements are not fully funded by the Warner Center TIA fee since the WCSP determined that a portion of the need for these improvements would be generated by existing traffic and other future development in the area outside of Warner Center (such as Pierce College growth).

Projected Year 2015 intersection operating conditions with implementation of the intersection mitigation measure described above are shown in the final columns in Table 8. As indicated in the table, the proposed intersection improvements would fully mitigate the Pierce College





Dec 24, 2009 N:\Orange County Projects\OCO9-0135 Pierce College Mitigations\0135 Figures R5.dwg

80 <u>0</u> 1" = 80'	N <u>80</u> 160
1" = 80'	GRAPHIC SCALE
120' TAPER @ 30:1	10°, + + 0°, + 100°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, + 10°, +
PER @ 30:1 ET PARKING ND OF TAPER NAGE)	

WINNETKA AVENUE & VICTORY BOULEVARD PROPOSED INTERSECTION MITIGATION FIGURE 16

project impact at the impacted intersection. Thus, with the mitigation measure proposed herein, no unavoidable significant impacts are anticipated.

V. NEIGHBORHOOD IMPACT ANALYSIS

Five neighborhood street segments were selected for analysis of potential neighborhood intrusion impacts of the proposed project. The five street segments include:

- Calvert Street east of Winnetka Avenue
- Oxnard Street east of Winnetka Avenue
- Hatteras Street east of Winnetka Avenue
- Oxnard Street west of Winnetka Avenue
- Oxnard Street east of De Soto Avenue

DAILY TRAFFIC PROJECTIONS

Existing 24-hour machine counts were conducted at the five locations in March 2009. The existing daily volumes are included in Table 9.

Future daily traffic volumes were projected in a manner similar to that used for the AM/PM peak hour analysis of the 32 intersections. Six percent ambient growth and related project volumes were added to Year 2009 existing volumes. As was done with the peak hour intersection analysis, to obtain Year 2015 Cumulative Base projections, the daily trips generated by the increase in FTE at the college between 2002 and 2009, were removed from the street network to replicate cumulative base conditions in 2015 without the student trips generated since 2002 on the street network. Once the cumulative base conditions for 2015 were established, the addition of incremental growth in project traffic based on increases in FTE between 2002 and 2015 in the cumulative plus project condition, allows for analysis of the impact of incrementally adding daily project trips generated by Pierce College between 2002 and 2015, and the public-private science partnership project.

Daily project volumes were added to Cumulative Base projections to obtain Cumulative plus Project projections. The distribution of daily project volumes was based on the distribution used for the AM and PM peak hour analysis. The distribution was refined using zip code data and driveway turning movement counts to better reflect the potential use of residential streets east of

TABLE 9 NEIGHBORHOOD TRAFFIC IMPACT ANALYSIS

		We	ekday 2-Way	v Daily Vol	Impact Analysis			
Location	City	Existing ADT	Cumulative Base	Project Only	Cumulative plus Project	0/	Significance Threshold	Significant Impact?
Calvert Street								
east of Winnetka Avenue	Los Angeles	680	721	17	738	2.3%	+16.0%	No
Oxnard Street								
east of De Soto Avenue	Los Angeles	6,650	7,426	74	7,500	1.0%	+8.0%	No
Oxnard Street								
west of Winnetka Avenue	Los Angeles	8,120	8,570	99	8,669	1.1%	+8.0%	No
Oxnard Street								
east of Winnetka Avenue	Los Angeles	4,420	4,712	17	4,729	0.4%	+8.0%	No
Hatteras Street								
east of Winnetka Avenue	Los Angeles	1,040	1,102	17	1,119	1.5%	+12.0%	No

Winnetka Avenue. Given the percentage of students living in the neighborhood south of Victory Boulevard, east of Winnetka Avenue, and west of Reseda Boulevard (including areas south of Ventura Boulevard), about 2% of daily Pierce College traffic was estimated to travel on Oxnard Street, Hatteras Street, and Calvert Street east of Winnetka Avenue. Based on count data at the Calvert Street/Brahma Drive driveway, about a third of these trips (i.e., 0.7% of daily Pierce College traffic) was estimated to travel on Calvert Street. The remainder was split between Oxnard and Hatteras Streets. The daily traffic volumes for both the existing and future conditions are summarized in Table 9.

The existing daily traffic volumes on weekdays vary from a low of about 680 vehicles per day (vpd) on Calvert Street to a high of about 8,120 vpd on Oxnard Street. The proposed project is projected to add approximately 39 to 67 vpd on the five segments.

NEIGHBORHOOD IMPACT SIGNIFICANCE CRITERIA

The City of Los Angeles has established criteria for determining significant impacts on neighborhood streets. A local residential street is deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes as follows:

Projected Daily Traffic <u>With Project (Final ADT)</u> 0 to 999 1,000 or more 2,000 or more 3,000 or more Project-Related Increase in Daily Traffic 16 percent or more of final ADT 12 percent or more of final ADT 10 percent or more of final ADT 8 percent of more of final ADT

The threshold for significance decreases as the volume on the residential street increases. An 8% increase would be significant if a segment's volume was over 3,000 vpd, but it would not be significant if the volume was less than 3,000 vpd.

ASSESSMENT OF SIGNIFICANT TRAFFIC IMPACT

The potential impacts of the proposed project traffic on the adjacent neighborhood impacts were assessed by applying the City's significance criteria to the projected traffic volumes. The results of the analysis, summarized in Table 9, indicate that the proposed project would not have a significant impact on any of the five neighborhood street segments studied.

VI. CONGESTION MANAGEMENT PROGRAM ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis for the proposed project. This analysis was conducted in accordance with the transportation impact analysis (TIA) procedures outlined in the *2004 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, July 2004). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to utilize these facilities.

CMP TRAFFIC IMPACT ANALYSIS

CMP Analysis Locations

The CMP guidelines for determining the study area of the analysis for CMP arterial monitoring intersections and for freeway monitoring locations are:

- All CMP arterial monitoring intersections where the proposed project is expected to add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project is expected to add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The Cumulative plus Project traffic projections described in Chapter III were used to track the locations where the incremental additional project-generated trips at buildout may exceed these thresholds.

Based on this evaluation, two CMP arterial monitoring intersections were identified where the project may add 50 or more trips per hour:

- Topanga Canyon Boulevard & Victory Boulevard
- Winnetka Boulevard & Victory Boulevard

Two other study intersections, Winnetka Boulevard & Ventura Boulevard and Reseda Boulevard & Victory Boulevard, are also CMP arterial monitoring intersections. However, less than 50 project trips are projected to traverse these intersections in the AM and PM peak hours and thus CMP analysis of these intersections is not required.

In addition, one CMP mainline freeway monitoring location was identified where the proposed project may add 150 or more trips per hour in either direction:

• U.S. 101 at Winnetka Avenue

It should be noted that the proposed project is expected to add more new trips to the segment of U.S. 101 east of Winnetka Avenue than to any other freeway segment, either along U.S. 101 or other freeways. Thus, the maximum level of project impact on the freeway system would be expected at this location.

Level of Service Methodologies

The "Critical Movement Analysis" (CMA) method of intersection capacity analysis was used to determine the intersection volume to capacity ratio and corresponding level of service for the two CMP arterial monitoring stations being studied. Existing, cumulative base, and cumulative plus project conditions were analyzed using the turning movement volumes and intersection characteristics described in previous chapters with LADOT's CALCADB CMA software. Both intersections are currently controlled by ATSAC and ATCS. In accordance with LADOT procedures, a capacity increase of 7% (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at these intersections included in the ATSAC program. In accordance with LADOT procedures, a capacity increase of 3% (0.03 V/C adjustment) was applied to reflect the benefits of ATCS control at these intersections included in the ATCS program. With the combination of ATSAC and ATCS control at these intersections included in the ATCS program. With the combination of ATSAC and ATCS control at these intersections included in the ATCS program. With the combination of ATSAC and ATCS control at these locations, a total capacity increase of 10% (0.10 V/C adjustment) was applied at these locations, as per LADOT procedures.

The freeway segment levels of service are determined based on the computed demand-tocapacity (D/C) ratios and the definitions shown in Table 10. In accordance with values

TABLE 10 LEVEL OF SERVICE DEFINITIONS FOR FREEWAY MAINLINE SEGMENTS

Level of Service	Demand/Capacity Ratio
A	0.00-0.35
В	>0.35-0.54
С	>0.54-0.77
D	>0.77-0.93
E	>0.93-1.00
F(0)	>1.00-1.25
F(1)	>1.25-1.35
F(2)	>1.35-1.45
F(3)	>1.45

Source: Los Angeles County Metropolitan Transportation Authority, 2004 Congestion Management Program for Los Angeles County, July 2004, Exhibit B-6. established in the 2000 *Highway Capacity Manual*, a capacity of 2,200 vehicles per hour per lane (vphpl) was utilized for freeway mixed-flow lanes.

Existing Conditions

Weekday AM and PM peak period intersection turning movement counts were conducted at the two CMP analysis intersections in May of 2007 for the intersection of Topanga Canyon Boulevard/Victory Boulevard and March of 2009 for the intersection of Winnetka Avenue/Victory Boulevard. An annual growth rate of one percent per year was applied to the count taken in 2007 to represent 2009 existing conditions. The existing weekday peak hour turning movements at the analyzed intersections are shown in Figure 3.

These volumes were analyzed utilizing the CMA methodology described above. Table 11 presents the results of this analysis. As can be seen, the analysis indicates that both intersections currently operate at LOS E conditions during one of the AM or PM peak hours.

Existing traffic volumes at the CMP freeway monitoring station were obtained from the California Freeway Performance Measurement System (PeMS: https://pems.eecs.berkeley.edu). Freeway LOS was analyzed utilizing the D/C methodology described above. Table 12 presents the results of this analysis. As can be seen, the analysis indicates that U.S. 101 currently operates at LOS C east of Winnetka Avenue.

Criteria for Determination of Significant Impact

For the purpose of a CMP TIA, a significant project impact occurs when the addition of project traffic increases demand at a CMP facility by 2% of capacity (i.e., V/C increase \geq 0.020), causing or worsening LOS F (V/C >1.000) operating conditions.

				Cumula	Cumulative		Cumulative +		Significant	With Project		Project		
	Peak	Existi	ng	Bas	e	Proje	ect	Increase	ncrease Project		tion	Increase	Residual	
Intersection	Hour	V/C	LOS	V/C	LOS	V/C	LOS	in V/C	Impact	V/C	LOS	in V/C	Impacts	
*11. Topanga Cyn Blvd & Victory Blvd	AM PM	0.679 0.910	B E	0.744 0.975	C E	0.748 0.981	C E	0.004 0.006	NO NO					
*15. Winnetka Av & Victory Blvd	AM PM	0.982 0.912	E E	1.051 0.971	F E	1.067 0.988	F E	0.016 0.017	YES YES	0.958 0.944	E E	-0.093 -0.027	NO NO	

TABLE 11 CMP ARTERIAL INTERSECTION IMPACT ANALYSIS

Notes:

* Intersection is currently operating under both ATSAC and ATCS systems.

						EXIS	ring C	ONDITIO	ONDITIONS CUMULATIVE BASE					CUMULATIVE PLUS PROJECT												
			Cap	acity		EB			WB			EB			WB		EB					WB				
Freeway Analysis Locations	City	Peak	EB	WB	Volume	D/C	LOS*	Volume	D/C	LOS*	Volume	D/C	LOS*	Volume	D/C	LOS*	Volume	D/C	LOS*	D/C Change	Sig Impact?	Volume	D/C	LOS*	D/C Change	Sig Impact?
US101 east of Winnetka	Los Angeles		11,000 11,000	,	7,021 8,565	0.638 0.779	-	9,128 8,658			7,464 9,075	0.679 0.825	C D	9,644 9,179	0.877 0.834	D D	,	0.679 0.827	C D	0.001	No No	9,681 9,199	0.880 0.836	D D	0.003	No No

TABLE 12 CMP FREEWAY MAINLINE IMPACT ANALYSIS

 * Note that F(0) through F(3) represent gradations of LOS F (see Table 12).

Arterial Intersection Impact Analysis

Year 2015 projected traffic volumes at the two analyzed CMP arterial monitoring intersections with and without the proposed project were analyzed utilizing the V/C methodology described above. As shown in Table 11, the project is projected to create a significant impact at one of the two CMP arterial monitoring intersections under Year 2015 conditions: Winnetka Avenue & Victory Boulevard.

However, with implementation of the intersection mitigation measures described in Chapter IV, this impact would be mitigated.

Freeway Impact Analysis

Projected Year 2015 traffic volumes and the resultant freeway capacity analysis for the cumulative base and cumulative plus project scenarios are presented in Table 12 for the one freeway analysis segment. As can be seen, based on the CMP significance criteria, no significant impact is projected on the U.S. 101 monitoring location east of Winnetka Avenue with the proposed project.

Since the project is expected to contribute more new traffic to this segment than to any other freeway segment and the project's impact at this location would not be significant, it can be concluded that the project would not have significant impacts elsewhere on the freeway system.

CMP TRANSIT IMPACT ANALYSIS

Summary of Existing and Proposed Transit Services

Existing Transit Services. As discussed in Chapter II, Pierce College is currently served by bus service provided by the Los Angeles County Metropolitan Authority (LACMTA) and the Santa Clarita Transit Authority (SCTA). Five bus routes currently provide direct service along Victory Boulevard, Winnetka Avenue, and De Soto Avenue adjacent to the campus: Metro Orange Line, Metro Line 164, Metro Line 243, Metro Line 244, and SCTA Commuter Route 796.

Current schedules indicate that the Orange Line operates approximately 152 buses per direction per weekday. In the AM peak hour (defined as 7:30 to 8:30 AM by the CMP), the Orange Line operates approximately 12 buses per direction. In the PM peak hour (defined as 4:30 to 5:30 PM by the CMP), the Orange Line operates approximately 12 buses per direction.

Metro Lines 164, 243, and 244 operate 55, 25, and 41 buses per direction per weekday, respectively. In the AM peak hour (defined as 7:30 to 8:30 AM by the CMP), Line 164 operates 3 buses in the eastbound direction and eight buses in the westbound direction. In the AM peak hour Line 243 operates two buses in the northbound direction and three buses in the southbound direction. In the AM peak hour Line 244 operates two buses in the northbound direction and five buses in the southbound direction. In the Southbound direction. In the PM peak hour (defined as 4:30 to 5:30 PM by the CMP), Line 164 operates five buses in the eastbound direction and three buses in the westbound direction. In the PM peak hour (defined as 4:30 to 5:30 PM by the CMP), Line 164 operates five buses in the eastbound direction and three buses in the westbound direction. In the PM peak hour Lines 243 and 242 both operate two buses per direction.

Currently, SCTA Line 796 operates five buses per direction per day. SCTA Line 796 operates only during the peak periods. Of these buses, two operate in the AM and PM peak hours.

The five routes combined currently provide 556 bus trips per weekday, of which 37 operate during the AM peak hour and 30 operate during the PM peak hour.

Significance Criteria

Project impacts on public transit services would be considered significant if the project results in a substantial increase in ridership on the existing public transit system, creating capacity shortages on the system and thereby necessitating system improvements to accommodate additional transit service.

Projected Increase in Pierce College Transit Trips

Potential increases in transit person trips generated at the Pierce College campus were estimated as follows. The estimated number of existing and future vehicle trips was converted to person trips by multiplying the number of vehicle trips by a factor of 1.4 (per the CMP). Baseline future transit trips were then estimated by multiplying the future person trips by the transit mode split of 7% (also from the CMP as required for a primarily commercial development within one-quarter mile of a CMP transit corridor). As shown in Table 13, this results in an estimated increase in campus-generated transit person trips based solely on the projected increases in academic population of approximately 241 daily trips, 24 trips during the AM peak hour, and 21 trips during the PM peak hour.

Transit Impact Analysis

As discussed, the campus is immediately adjacent to five bus lines, including Metro's Orange Line. With the proximity of Metro's Orange Line and other existing transit lines, future transit service levels and capacity would be sufficient in the vicinity of the Pierce College campus (including along the BRT corridor itself and on north-south feeder bus lines such as Line 243 and Line 244 on Winnetka Avenue and De Soto Avenue). While transit trips generated on the Pierce College campus are projected to increase, significant impacts on transit system capacity are not anticipated given the number of new transit trips projected relative to the anticipated future transit system capacity.

	Factor	Daily	AM Peak Hour	PM Peak Hour
Existing Trips Vehicle Trips [a] Person Trips [b] Transit Person Trips [c]	1.4 7.0%	20,710 28,994 2,030	<mark>2,071</mark> 2,899 203	1,7 <mark>39</mark> 2,435 170
<i>Future Trips</i> Vehicle Trips [a] Person Trips [b] Transit Person Trips:	1.4 7.0%	<mark>23,170</mark> 32,438 2,271	<mark>2,319</mark> 3,247 227	1 <mark>,949</mark> 2,729 191
Net New Trips Vehicle Trips [a] Person Trips [b] Transit Person Trips:	1.4 7.0%	2,460 3,444 241	248 347 24	210 294 21

TABLE 13CMP TRANSIT ANALYSIS

Notes:

a. Estimated existing and future vehicle trips from Table 6.

b. Person trips estimated from vehicle trips via application of 1.4 person to vehicle ratio as per Appendix B of 2004 LA County CMP.

c. Transit mode split as per Appendix B of 2004 LA County CMP.

VII. PARKING AND SITE ACCESS IMPACT ANALYSIS

This chapter presents an analysis of the projected future parking supply, peak parking demand, and site access associated with buildout of the proposed Pierce College Master Plan. The proposed parking supply was reviewed with respect to the future parking demands to ensure that the plan provides sufficient parking supply to accommodate the projected needs. In accordance with the *L.A. Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles*, (City of Los Angeles, 2006), project access impacts would be considered significant if the primary site driveway(s) are projected to operate at an unacceptable LOS E or F during one or both of the AM and PM peak hours.

FUTURE PARKING SUPPLY

The Master Plan proposes some minor changes to the future parking supply serving the Pierce College campus. There is a reduction of approximately 32 on-street parking spaces as a result of the proposed mitigation measure for the intersection of Victory Boulevard and Winnetka Avenue. The existing and projected future parking supply is summarized in the following table:

TABLE 14SUMMARY OF EXISTING AND PROJECTED PARKING SUPPLY

	Existing Number of Spaces [a]	Total Future Spaces
Existing On-Campus Parking Facilities	3,719	3,719
New On-Campus Parking Facilities	n/a	0
Future On-Campus Subtotal	n/a	3,719
Off-Campus Street Parking [b]	271	239
Grand Total	3,990	3,958

Notes:

a. Existing parking inventory conducted by National Data & Surveying Services, April 2009.

b. Future on-street spaces reduced to reflect possible loss of spaces on Victory Boulevard due to implementation of traffic mitigation measures.

PROJECTED PEAK PARKING NEEDS

Future peak parking needs were projected for buildout (Year 2015) of the Master Plan. The methodology used to develop the parking demand projections consisted of:

 <u>Academic Growth (Students, Faculty/Staff and Visitors)</u> – The Master Plan envisions academic growth to 15,500 FTE students by Year 2015. Growth in parking need generated by students, faculty/staff, and campus visitors related to this projected academic growth were estimated by applying empirical parking requirement ratios derived from existing Pierce College conditions. Empirical parking requirement ratios per FTE were derived through comparison of the total number of existing vehicles parked on the campus at the 11:00 AM weekday daytime peak and at the 7:00 PM weekday evening peak to the existing (year 2008-2009) estimated student FTE. For planning purposes, the observed peak parking demands were adjusted upward by a 10% circulation factor, since parking facilities are typically considered to be fully utilized when used at 85 to 90% of capacity. Based on this analysis, it is estimated that, on average, the peak parking requirement ratio currently generated per FTE on the Pierce College campus is as follows:

Peak Parking Requirement - Spaces per Student FTE										
Weekday Daytime Weekday Evening										
Peak	Peak									
0.186	0.144									
spaces per FTE	spaces per FTE									

These parking requirement ratios were applied to the projected future FTE to project the future peak parking requirement generated by academic purposes at Year 2015 buildout.

Table 15 presents the results of this analysis, including both the derivation of the empirical parking ratios and the projection of future peak parking requirements. As can be seen, a peak requirement for about 2,887 parking spaces is projected during weekdays and 2,226 spaces on weeknights in support of future academic activities at buildout.

PARKING SUPPLY AND DEMAND ANALYSIS

Tables 14 and 15 show that the estimated future supply of parking available to support activities on campus (3,958 spaces) would be adequate to accommodate the projected peak parking needs at buildout (2,887 spaces weekday daytime and 2,226 spaces weeknight). Surpluses of about 1,200 spaces (weekday) to 1,800 spaces (weeknight) are projected.

PROJECT ACCESS PLAN

Existing and future vehicular access to the Pierce College campus is and would be obtained via four access points: Brahma Drive via a signalized intersection with Winnetka Avenue, an unsignalized driveway onto Victory Boulevard from Parking Lot 7, Mason Street via a signalized intersection with Victory Boulevard, and El Rancho Drive via a signalized intersection with De Soto Avenue. The unsignalized driveway onto Victory Boulevard from Parking Lot 7 is limited to right-out only for outbound vehicles while inbound vehicles can enter via a right or left turn into

TABLE 15 PIERCE COLLEGE FACILITIES MASTER PLAN PEAK PARKING ANALYSIS: ACADEMIC GROWTH

	Existing (2008-2009)	2015 MF	Puildout
	Weekday	Weekday	Weekday	Weekday
	Daytime [a]	Evening (7 PM)	Daytime	Evening
Student Population				
Enrollment [b]	22,164		22,931	
FTE [b]	16,079		15,500	
Parking Demand & Requirement				
Peak Parking Demand [c]				
On-Campus Students	2,167	1,715		
On-Campus Staff	386	218		
Off-Campus/On-Street Spaces	170	166		
Total	2,723	2,099		
Contingency/Circulation Factor	10%	10%		
Parking Requirement				
Total [d]	2,995	2,309	2,887	2,226
Parking Requirement Ratio (Spaces per FTE)	0.186	0.144		
Parking Supply & Adequacy				
Parking Supply				
Existing On-Campus Spaces [e,f]	3,719	3,719	3,719	3,719
New On-Campus Spaces	n/a	n/a	0	0
Off-Campus/On-Street Spaces [g]	<u>271</u>	<u>271</u>	<u>239</u>	<u>239</u>
Total [d]	3,990	3,990	3,958	3,958
Surplus/(Shortfall)				
Relative to Requirement	995	1,681	1,071	1,732

Notes:

- a. Peak weekday daytime parking demand at 12 PM, per campus parking utilization surveys conducted 4/29/09+.
- b. Existing enrollment is fall 2008; existing student FTE is 2008-2009 annual. Source: Pierce College, 2009.
- c. Source for existing peak parking demand: parking utilization surveys conducted 4/29/09 (see Appendix D). Future parking demand and requirement estimated using parking ratios empirically derived from surveys, applied to future FTE.
- d. Includes vehicles parked off-campus in immediately-fronting street spaces.
- e. Existing inventory includes approximately 65 unmarked parking spaces in dirt lots.
- f. Changes to existing supply estimated from Land Use Master Plan and illustrative Master Plan maps (see Appendix F).
- g. Future on-street spaces reduced to reflect possible loss of spaces due to implementation of traffic mitigation measures.

Parking Lot 7. The three remaining access points do not include any turn restrictions for inbound or outbound vehicles.

A pedestrian plaza is being constructed on the northeast corner of the Pierce College campus on the southwest corner of the intersection of Victory Boulevard & Winnetka Avenue. This plaza would enhance pedestrian access to the campus for pedestrians and patrons of the Orange Line and other transit lines serving this location.

LEVEL OF SERVICE AT PROJECT ACCESS POINTS

The signalized driveways were analyzed using the *Critical Movements Analysis* (Transportation Research Board, 1980) methodology to evaluate the ability of the project access plan to accommodate the anticipated traffic levels at the access points. For future with project conditions, through traffic on the surrounding roadways was increased for both ambient growth and related projects, as discussed in Chapter III. Project-generated traffic was also added. The three signalized driveways were analyzed as full movement driveways.

Table 8 in Chapter IV shows the resulting LOS for the three signalized driveways in the AM and PM peak hours. As Table 8 indicates, the driveways are projected to operate at LOS C or better for the AM and PM peak hours for all three locations. According to the criteria set forth in the City of Los Angeles' *CEQA Threshold Guide*, no significant project access impacts are anticipated.

VIII. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze potential traffic and parking impacts of the proposed Pierce College Facilities Master Plan. The following summarizes the key findings of the study:

- AM and PM peak hour capacity analyses were conducted for a total of 32 intersections on the street system in the vicinity of the Pierce College campus. Eleven of these intersections currently operate at LOS E or F during the AM or PM peak hours.
- Under Year 2015 Cumulative Base (i.e., no project) conditions, 13 of the analyzed intersections are projected to operate at unacceptable LOS E or F conditions. The cumulative base forecasts include traffic generated by anticipated from 32 related projects, some of which are within the Warner Center Specific Plan area, and background traffic growth.
- Buildout of the proposed Master Plan is anticipated by the Year 2015. The projected campus population growth from the year 2002 Pierce College FTE baseline through Year 2015 Master Plan buildout is projected to generate a net incremental increase of approximately 2,460 daily trips, about 248 trips during the AM peak hour, and about 210 trips during the PM peak hour.
- Based on City of Los Angeles impact criteria, the proposed project is projected to have significant impacts at one of the study intersections (Winnetka Avenue and Victory Boulevard) if no mitigations were to be implemented. A mitigation strategy is proposed for this location that consists of intersection improvements. With implementation of the proposed mitigation measure, the project impact would be mitigated to a level of insignificance at the impacted location.
- The current campus parking accommodates the existing campus parking demands, with peak occupancies of about 68% of the available spaces used during the weekday late morning peak period and 53% at the 7:00 PM peak for evening classes. The proposed future parking supply on the Pierce College campus, assuming implementation of the parking system changes anticipated in the Master Plan and described herein, would be more than sufficient to accommodate projected parking demands on the campus generated by academic growth to Year 2015 plus additional parking demand generated by the public/private partnership project. In addition, no significant site access impacts are anticipated.
- Analyses of potential impacts on the regional transportation system conducted in accordance with CMP requirements determined that the project would not have a significant impact on the mainline freeway system nor the regional transit system. The project would have significant impacts on one CMP arterial monitoring intersection (Winnetka Avenue & Victory Boulevard), but the intersection mitigation measures

suggested in Chapter IV would also mitigate this CMP system impact to a level of insignificance.

REFERENCES

Draft Facilities Master Plan, Los Angeles Pierce College, July 2002.

Final Draft 2004 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, July 2004.

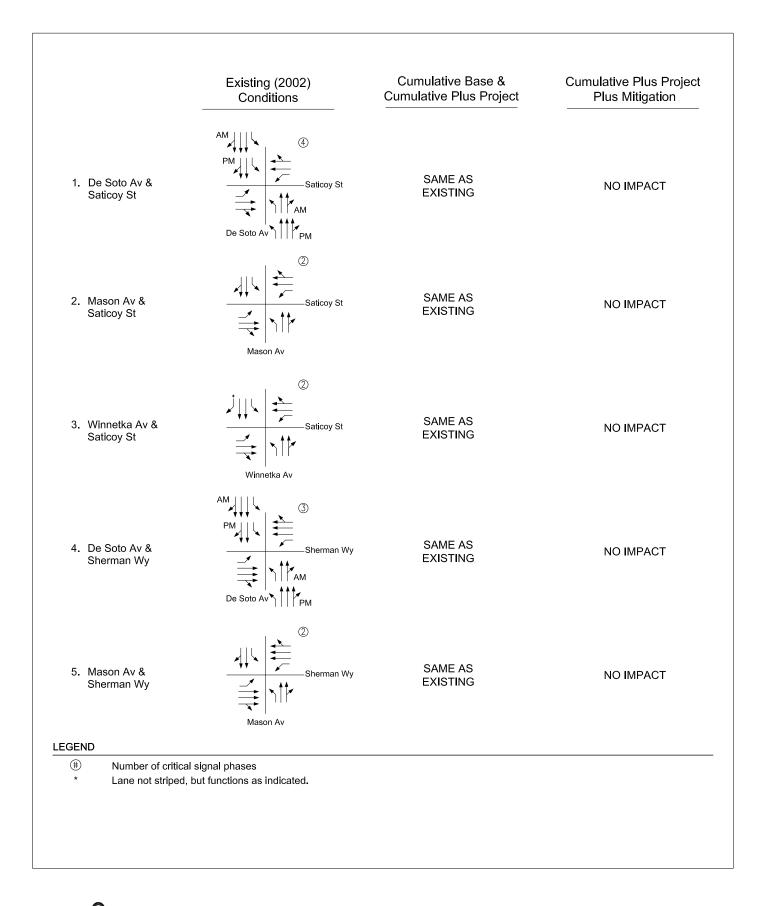
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Traffic and Parking Study for the Pierce College Facilities Master Plan Environmental Impact Report, Kaku Associates, July 2002.

Trip Generation, 7th *Edition*, Institute of Transportation Engineers, 2003.

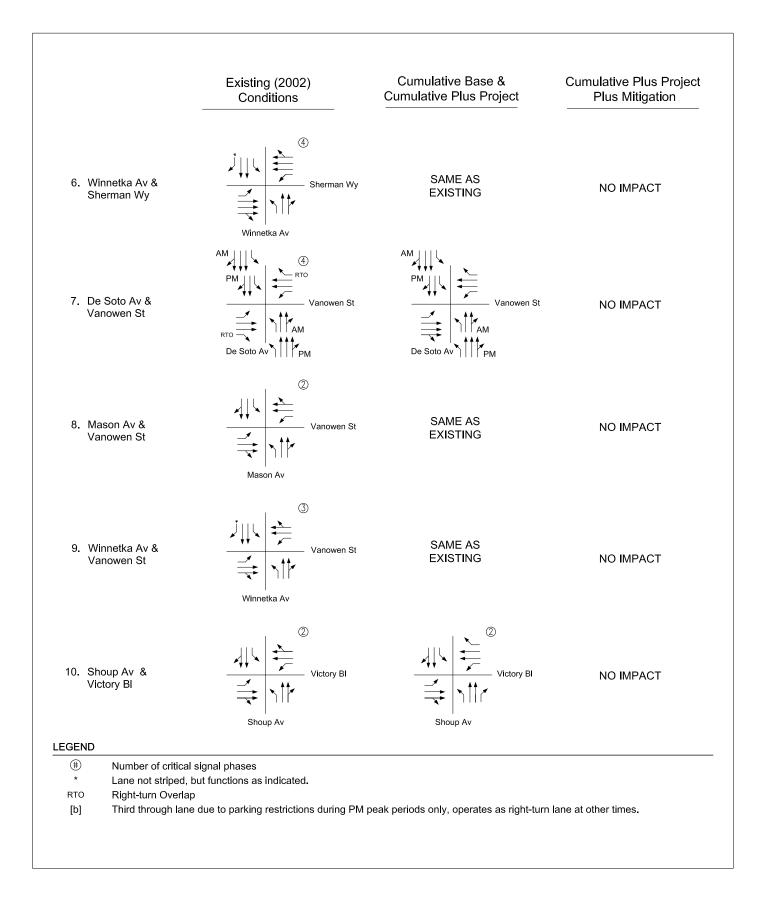
APPENDIX A

INTERSECTION CONFIGURATIONS



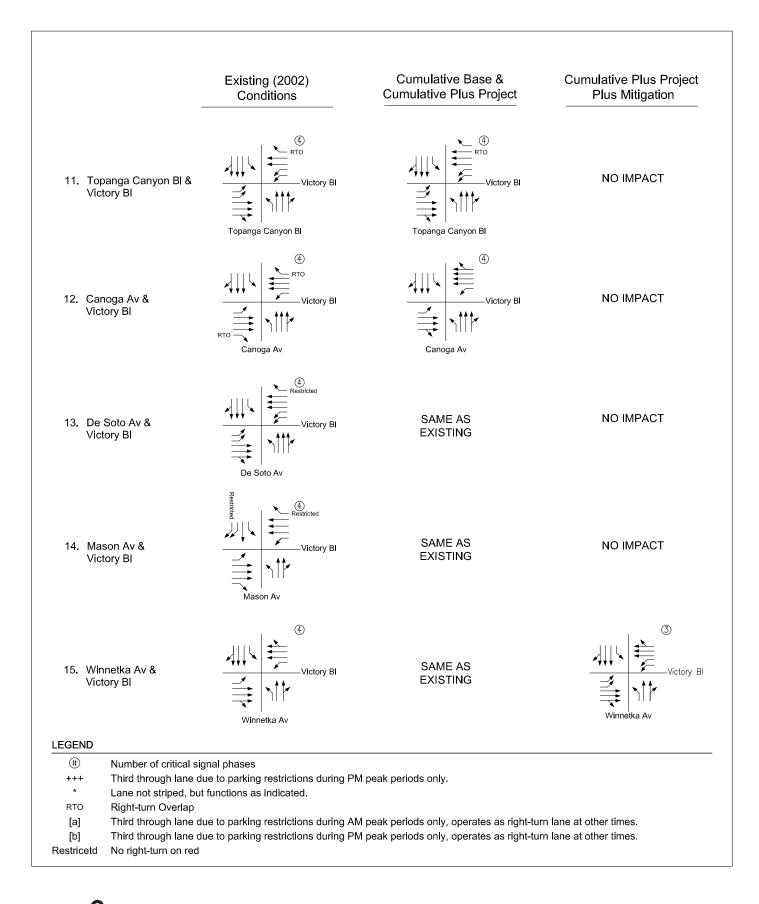
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INTERSECTION LANE CONFIGURATIONS



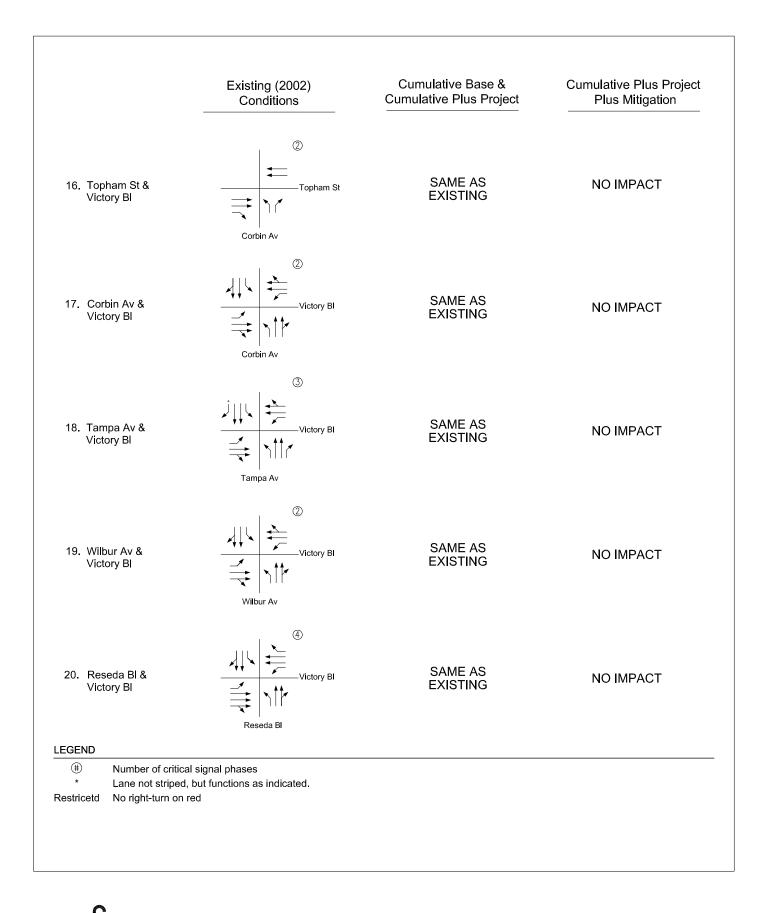


INTERSECTION LANE CONFIGURATIONS



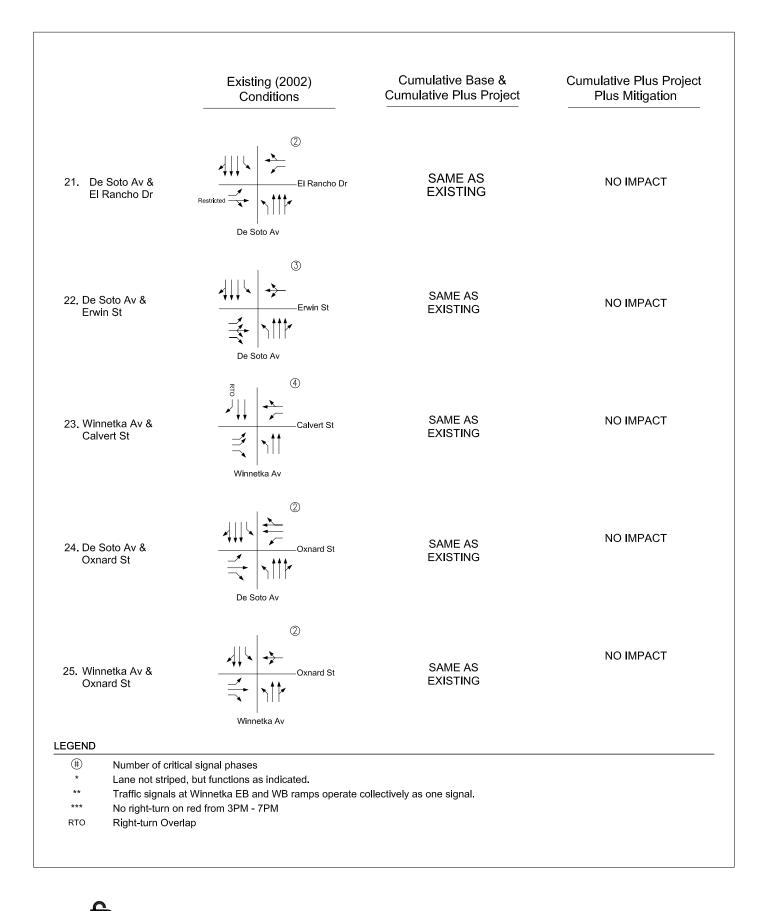


INTERSECTION LANE CONFIGURATIONS



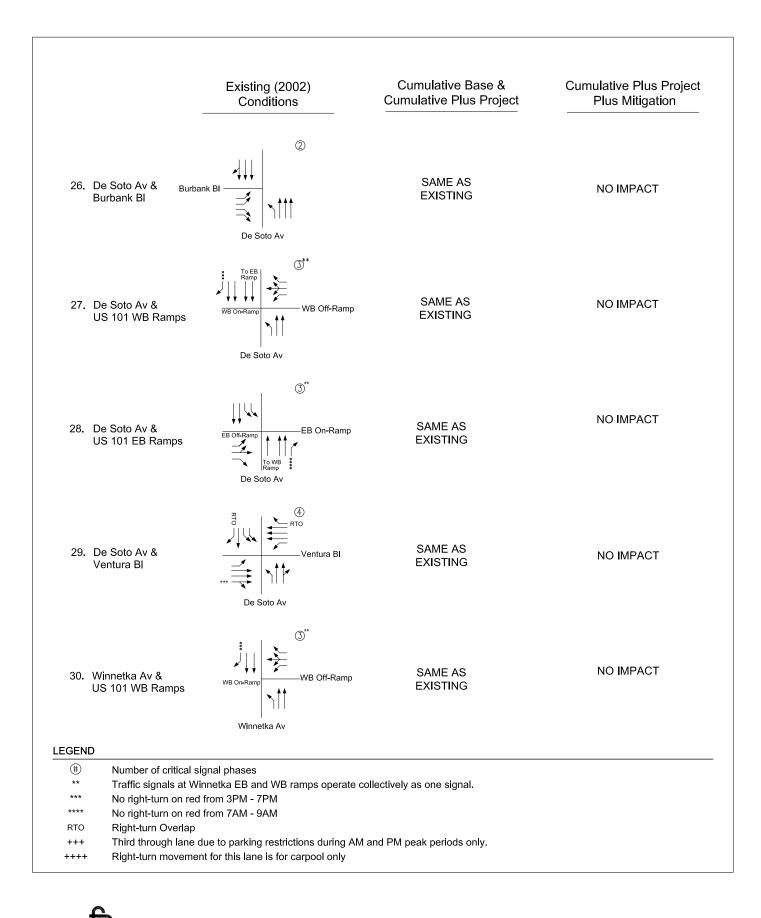
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INTERSECTION LANE CONFIGURATIONS



TRANSPORTATION CONSULTANTS Oct 20, 2009 FPA N:\Jobs\Active\OC Jobs\OC09-0135\ACAD-LA\OC09-0135_LaneConfigs.dwg

INTERSECTION LANE CONFIGURATIONS



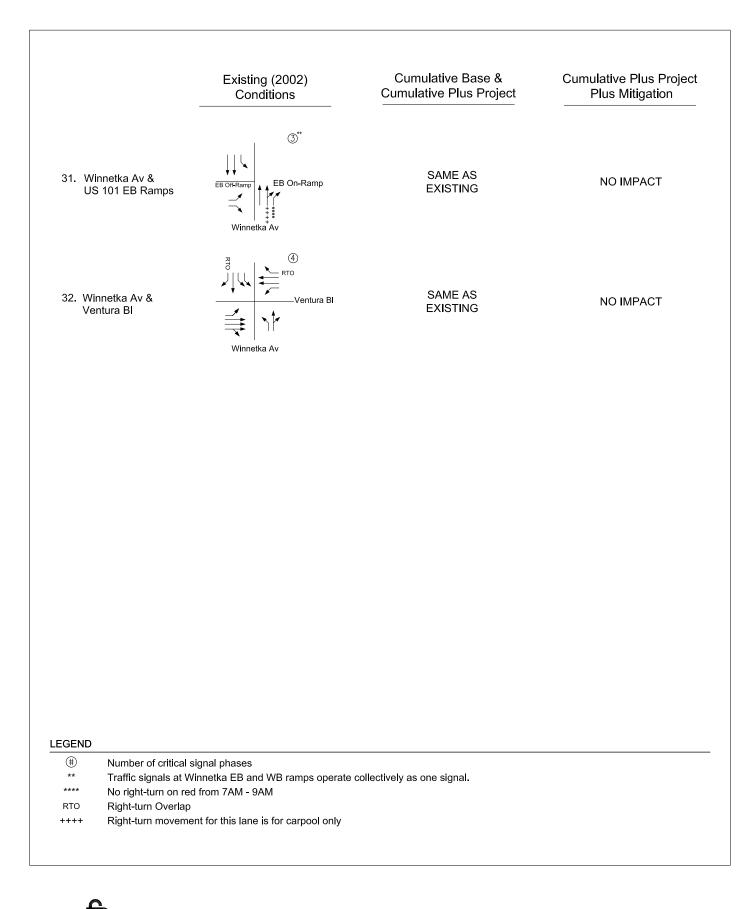
INTERSECTION LANE CONFIGURATIONS

 TRANSPORTATION
 CONSULTANTS

 Oct 20, 2009
 FPA

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Fehr & Peers





INTERSECTION LANE CONFIGURATIONS

APPENDIX B

AM AND PM PEAK HOUR INTERSECTION TURNING MOVEMENTS

Intersection Turning Movement Prepared by:

Prepared by: National Data & Surveying Services

N-S STREET:	De Sot	o Ave			DATE:	3/24/2	009		Canoga	Park			
E-W STREET:	Saticoy	v St			DAY:	TUESD	AY		PRO	JECT#	09-51	.08-001	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	IND	
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR <mark>0</mark>	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	16 11 27 28 30 39 14 16	158 157 205 202 251 183 182 147	17 17 22 27 33 38 20 19	17 14 22 29 18 21 17 14	233 347 343 330 312 344 286 324	22 31 24 36 41 37 28 31	23 35 29 27 31 19 25 27	140 213 231 209 243 151 188 171	14 17 18 24 19 17 17 20	23 26 34 33 36 27 25 12	169 189 264 256 269 291 200 182	16 15 11 17 18 19 18 17	848 1072 1230 1218 1301 1186 1020 980
Total Volumes =	NL 181	NT 1485	NR 193	SL 152	ST 2519	SR 250	EL 216	ET 1546	ER 146	WL 216	WT 1820	WR 131	TOTAL 8855
AM Pea	ak Hr Be	gins at:	730	AM			•			•			
Peak Volumes =	124	841	120	90	1329	138	106	834	78	130	1080	65	4935
PEAK HR. FACTOR:		0.864			0.968			0.869			0.946		0.948
CONTROL:	Signali	zed											

Intersection Turning Movement Prepared by:

Prepared by: National Data & Surveying Services

N-S STREET:	De Sot	o Ave			DATE:	3/24/2	LOC	LOCATION: City of Canoga Park							
E-W STREET:	Saticoy	' St		DAY: TUESDAY						PROJECT# 09-5108-001					
	NC	ORTHBO	UND	SC	UTHBO	UND	E	ASTBOU	ND	W	'ESTBOU	IND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WТ	WR	TOTAL		
LANES:	1	3	0	1	3	0	1	2	0	1	2	0			
4:00 PM	27	334	33	28	241	36	29	281	13	21	216	23	1282		
4:15 PM	29	308	37	30	296	36	39	274	21	23	201	22	1316		
4:30 PM	14	298	36	30	227	35	37	308	20	26	212	22	1265		
4:45 PM	22	289	23	32	227	31	27	244	18	23	209	32	1177		
5:00 PM	18	256	36	28	202	34	41	245	16	26	205	25	1132		
5:15 PM	28	264	43	29	223	25	34	256	17	24	212	20	1175		
5:30 PM	15	272	23	24	221	19	26	188	17	26	180	17	1028		
5:45 PM	15	190	24	21	181	16	31	166	19	30	183	34	910		
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL		
VOLUMES =	168	2211	255	222	1818	232	264	1962	141	199	1618	195	9285		
				l											
DM Do	ak Hr Be	ainc at:	400	DM											
		gins at.	400	FII											
PEAK															
VOLUMES =	92	1229	129	120	991	138	132	1107	72	93	838	99	5040		
PEAK HR. FACTOR:		0.920			0.863			0.898			0.975		0.957		
	•			•											

CONTROL: Signalized

N-S STREET:	Mason	Ave			DATE:	3/24/2	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Saticoy	' St			DAY:	TUESD	AY		PRO.	JECT#	09-51	.08-002	
	NC	ORTHBO	JND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	JND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR <mark>0</mark>	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	18 20 19 36 22 19 7 5	124 155 213 255 175 155 94 86	10 12 15 37 10 15 13 11	22 25 26 31 28 15 22 26	161 267 316 281 269 269 236 207	29 23 27 22 42 31 34	30 34 27 33 20 25 37 37	175 197 206 231 225 243 205 190	12 15 27 30 20 11 18 12	14 31 39 20 21 13 18	154 205 231 258 259 229 171 185	14 18 17 25 19 21 14 7	763 1002 1151 1283 1089 1065 861 818
Total Volumes =	NL 146	NT 1257	NR 123	SL 195	ST 2006	SR 231	EL 243	ET 1672	ER 145	WL 187	WT 1692	WR 135	TOTAL 8032
	•		I										
AM Pe	ak Hr Be	gins at:	730	AM									
Peak Volumes =	96	798	77	100	1135	114	105	905	88	111	977	82	4588
PEAK HR. FACTOR:		0.740			0.924			0.934			0.908		0.894
CONTROL:	Signali	zed											

Prepared by: National Data & Surveying Services

N-S STREET:	Mason	Ave			DATE:	3/24/20	009		LOC	ATION:	City of V	Woodla	nd Hills
E-W STREET:	Saticoy	St			DAY:	TUESD	AY		PRO	JECT#	09-51	08-002	
	NC	ORTHBO	JND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOU	IND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	101/12
4:00 PM	23	220	18	24	188	29	40	221	21	23	214	20	1041
4:15 PM	29	196	19	27	158	34	47	255	27	14	209	34	1049
4:30 PM	27	202	19	25	190	27	42	251	29	16	224	18	1070
4:45 PM	29	199	15	18	171	29	27	259	18	21	209	11	1006
5:00 PM	22	221	18	33	188	25	40	305	28	31	251	22	1184
5:15 PM	21	255	26	32	197	40	50	305	32	21	235	23	1237
5:30 PM	23	212	27	26	203	29	42	224	26	17	188	24	1041
5:45 PM	22	185	17	23	165	42	37	224	19	25	228	22	1009
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	196	1690	159	208	1460	255	325	2044	200	168	1758	174	8637
PM Pea	ak Hr Be	gins at:	430	PM									
PEAK													
VOLUMES =	99	877	78	108	746	121	159	1120	107	89	919	74	4497
PEAK HR.													
FACTOR:		0.873			0.906			0.895			0.890		0.909

CONTROL: Signalized

N-S STREET:	Winnet	ka Ave			DATE:	3/24/2	009		LOCA	ATION:	City of	Woodla	nd Hills
E-W STREET:	Saticoy	' St			DAY:	TUESD	AY		PRO	JECT#	09-51	08-003	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR <mark>0</mark>	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	13 27 38 19 24 23 18 16	125 138 207 186 174 198 181 133	19 26 67 17 16 14 18 7	27 35 24 33 36 30 33 23	220 253 281 248 289 272 231 224	20 23 30 31 34 25 32 24	22 21 30 27 22 28 29 22	145 191 228 180 206 205 199 152	24 28 38 16 24 45 25 13	12 22 24 21 25 22 22 21	140 207 218 213 248 217 163 139	21 24 28 33 29 35 37 29	788 995 1213 1024 1127 1114 988 803
Total Volumes =	NL 178	NT 1342	NR 184	SL 241	ST 2018	SR 219	EL 201	ET 1506	ER 213	WL 169	WT 1545	WR 236	TOTAL 8052
			700							•		I	
AM Pe	ak Hr Be	gins at:	730	AM									
PEAK VOLUMES =	104	765	114	123	1090	120	107	819	123	92	896	125	4478
PEAK HR. FACTOR:		0.788			0.928			0.886			0.921		0.923
CONTROL:	Signali	zed											

Intersection Turning Movement

Prepared by: National Data & Surveying Services

N-S STREET:	Winnet	ka Ave			DATE:	3/24/20	009		LOCA	ATION:	City of	Woodla	nd Hills
E-W STREET:	Saticoy	' St			DAY:	TUESD	AY		PRO	IECT#	09-51	.08-003	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	'ESTBOL	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR <mark>0</mark>	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	34 32 41 28 36 34 39 31	223 275 280 269 187 242 203 181	17 28 39 33 28 17 32 16	44 44 30 39 42 40 45 29	242 256 243 244 260 257 260 196	40 39 41 32 41 39 35 38	33 31 29 31 39 43 36 22	237 228 230 213 229 254 229 156	37 30 32 21 30 23 28 22	28 18 20 20 22 23 22 17	190 195 205 207 183 201 233 194	33 36 39 40 47 45 55 44	1158 1212 1229 1177 1144 1218 1217 946
Total Volumes =	NL 275	NT 1860	NR 210	SL 313	ST 1958	SR 305	EL 264	ET 1776	ER 223	WL 170	WT 1608	WR 339	TOTAL 9301
PM Pea	ak Hr Be	gins at:	400	PM									
Peak Volumes =	135	1047	117	157	985	152	124	908	120	86	797	148	4776
PEAK HR. FACTOR:		0.902			0.954			0.938			0.965		0.972

CONTROL: Signalized

National Data & Surveying Services

N-S STREET:	De Sot	0			DATE:	5/17/20	007		LOC	ATION:	City of V	Woodlar	nd Hills
E-W STREET:	Sherma	an Wy			DAY:	THURS	DAY		PRO	JECT#	07-22	249-002	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	IND	V	VESTBOL	IND	
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:00 AM 11:15 AM	13 28 23 14 25 34 26 25	348 196 137 165 153 174 171 193	8 24 16 37 16 19 24 22	30 28 18 25 32 21 28 21	470 332 365 319 280 250 256 255	37 37 37 40 37 23 37	52 9 9 18 13 12 21 11	454 246 170 192 169 241 188 153	25 16 26 15 22 23 17 19	38 37 44 43 29 35 20 42	260 286 259 280 175 171 206 200	30 27 24 23 31 27 13 17	1765 1266 1128 1168 985 1044 993 995
Total Volumes =	NL 188	NT 1537	NR 166	SL 203	ST 2527	SR 285	EL 145	ET 1813	ER 163	WL 288	WT 1837	WR 192	TOTAL 9344
AM Pe	eak Hr Be	egins at:	700	AM									
Peak Volumes =	78	846	85	101	1486	148	88	1062	82	162	1085	104	5327
PEAK HR. FACTOR:		0.684			0.808			0.580			0.965		0.755
	Cionalia	- od											

CONTROL: Signalized

National Data & Surveying Services

N-S STREET:	De Sot	0			DATE:	5/17/20	007		LOC/	ATION:	City of	Woodlar	nd Hills
E-W STREET:	Sherma	an Wy			DAY:	THURS	DAY		PRO.	JECT#	07-22	249-002	
	N	ORTHBO		50	OUTHBO			ASTBOU		14	ESTBOL		
	INC			50			L	ASTDOU		V	LSTDOU	ND .	
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 5:15 PM 5:30 PM 5:45 PM 6:30 PM 6:30 PM	25 15 29 25 22 34 30 28	287 337 293 386 403 448 357 342	43 56 58 72 71 66 60 41	19 23 29 26 29 20 24 19	164 211 183 260 195 241 230 250	25 36 29 47 27 33 37 41	27 29 48 51 35 39 42 49	208 247 301 427 454 436 349 366	29 33 31 29 56 33 23 24	23 34 31 46 33 42 35 46	167 236 225 249 241 263 221 223	23 25 28 34 37 26 29 27	1040 1282 1285 1652 1603 1681 1437 1456
Total Volumes =	NL 208	NT 2853	NR 467	SL 189	ST 1734	SR 275	EL 320	ET 2788	ER 258	WL 290	WT 1825	WR 229	TOTAL 11436
	ak Hr Be	egins at:	445	РМ			•						
Peak Volumes =	111	1594	269	99	926	144	167	1666	141	156	974	126	6373
PEAK HR. FACTOR:		0.901			0.878			0.906			0.949		0.948
CONTROL:	Signali	zed											

N-S STREET:	Mason	Ave			DATE:	3/24/20	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Sherma	an Way			DAY:	TUESD	AY		PRO	JECT#	09-51	08-004	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM	5 17 12 16 27 14 11 9	81 111 156 150 120 125 80 71	10 2 10 16 7 9 3 6	28 19 22 29 38 24 13 8	177 261 329 267 227 256 225 203	29 34 41 33 30 35 36 35	13 17 19 18 27 29 23 22	170 230 253 266 225 241 187 203	14 18 16 27 14 12 11 5	21 14 24 29 23 19 15 16	171 255 305 355 286 293 220 248	15 25 23 21 26 22 27 19	734 1003 1210 1227 1050 1079 851 845
Total Volumes =	NL 111	NT 894	NR 63	SL 181	ST 1945	SR 273	EL 168	ET 1775	ER 117	WL 161	WT 2133	WR 178	TOTAL 7999
	1												
AM Pe	ak Hr Be	gins at:	730	AM									
Peak Volumes =	69	551	42	113	1079	139	93	985	69	95	1239	92	4566
PEAK HR. FACTOR:		0.909			0.849			0.922			0.880		0.930
CONTROL:	Signaliz	zed											

Prepared by: National Data & Surveying Services

N-S STREET:	Mason	Ave			DATE:	3/24/2	009		LOC/	ATION:	City of	Woodla	nd Hills
E-W STREET:	Sherma	an Way			DAY:	TUESD	AY		PRO.	JECT#	09-51	.08-004	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	JND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
4:00 PM	11	181	6	12	149	25	48	302	13	12	281	22	1062
4:15 PM	19	214	16	28	143	27	41	271	9	8	277	11	1064
4:30 PM	18	201	11	22	127	31	28	286	10	18	273	28	1053
4:45 PM	14	221	23	30	171	34	27	301	9	18	273	25	1146
5:00 PM	21	182	12	20	126	38	42	300	14	17	284	17	1073
5:15 PM	18	254	16	29	171	26	38	321	12	23	240	17	1165
5:30 PM	19	213	10	27	205	37	34	247	20	21	254	25	1112
5:45 PM	24	193	14	28	172	27	31	292	7	10	270	19	1087
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	144	1659	108	196	1264	245	289	2320	94	127	2152	164	8762
PM Pea	ak Hr Be	gins at:	445	PM									
PEAK													
VOLUMES =	72	870	61	106	673	135	141	1169	55	79	1051	84	4496
PEAK HR.													
FACTOR:		0.871			0.849			0.920			0.954		0.965

CONTROL: Signalized

Prepared by: National Data & Surveying Services

N-S STREET:	Winnet	ka Ave			DATE:	3/24/20	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Sherma	an Way			DAY:	TUESD	AY		PRO	JECT#	09-51	08-005	
	NC	ORTHBOU	JND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	IND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	3	0	1	3	0	
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM	11 13 26 22 35 38 25 19	115 196 226 153 177 163 159 120	17 25 26 21 16 13 20 8	25 25 29 31 27 29 26 24	250 316 359 263 276 257 250 207	13 26 45 22 22 34 20 21	20 26 54 24 14 20 14 11	157 209 252 234 211 174 155 126	23 40 41 25 32 20 24 16	26 37 44 35 25 36 24 16	162 249 301 296 258 227 187 165	16 49 86 29 23 21 22 22	835 1211 1489 1155 1116 1032 926 755
TOTAL VOLUMES =	NL 189	NT 1309	NR 146	SL 216	ST 2178	SR 203	EL 183	ET 1518	ER 221	WL 243	WT 1845	WR 268	TOTAL 8519
		1305	110	210	21/0	205	105	1010	<u> </u>		1010	200	0010
AM Do	ak Hr Be	ainc at	715	лм									
		gins at.	/15	AM									
PEAK VOLUMES =	96	752	88	112	1214	115	118	906	138	141	1104	187	4971
PEAK HR. FACTOR:		0.842			0.832			0.837			0.831		0.835
CONTROL	Signali	zod											

CONTROL: Signalized

National Data & Surveying Services

N-S STREET:	Winnet	ka Ave			DATE:	3/24/20	009		LOCA	ATION:	City of	Woodla	nd Hills
E-W STREET:	Sherma	an Way			DAY:	TUESD	AY		PRO	IECT#	09-51	08-005	
	NC	ORTHBO	JND	SC	OUTHBO	UND	E	ASTBOU	ND	W	ESTBOL	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR <mark>0</mark>	TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	49 45 32 37 44 30 38 32	250 275 298 283 232 283 230 178	28 19 25 22 25 24 21 16	43 43 45 42 39 46 47 24	216 189 235 202 265 247 251 136	35 41 38 31 37 36 22 21	30 43 38 29 35 43 38 28	246 278 241 255 255 219 213 173	26 19 34 27 19 19 23 18	12 20 25 25 16 17 20 14	207 254 246 197 214 216 210 170	30 32 48 26 41 29 24 25	1172 1258 1305 1176 1222 1209 1137 835
Total Volumes =	NL 307	NT 2029	NR 180	SL 329	ST 1741	SR 261	EL 284	ET 1880	ER 185	WL 149	WT 1714	WR 255	TOTAL 9314
PM Pea	ak Hr Be	gins at:	415	PM									
Peak Volumes =	158	1088	91	169	891	147	145	1029	99	86	911	147	4961
PEAK HR. FACTOR:		0.942			0.885			0.936			0.897		0.950

CONTROL:	Signalized
00111101	orginanicou

National Data & Surveying Services

N-S STREET:	De Sot	o Ave			DATE:	5/17/20	007		LOC	ATION:	City of	Woodlar	nd Hills
E-W STREET:	Vanow	en St			DAY:	THURS	DAY		PRO	JECT#	07-22	49-005	
	N	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	V	/ESTBOL	JND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:													
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM	11 10	145 188	15 12	27 24	225 290	35 33	30 22	130 124	18 20	32 30	156 186	28 21	852 960
7:30 AM 7:45 AM	11 12	205 242	20 25	25 25	304 311	50 44	21 15	201 240	21 15	40 45	224 320	30 25	1152 1319
8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM	13 10 15 10	224 156 157 166	27 26 18 15	35 30 20 25	265 311 288 298	30 45 40 60	15 20 21 25	256 225 188 166	16 15 7 9	54 55 60 56	275 224 286 251	22 30 25 20	1232 1147 1125 1101
TOTAL VOLUMES =	NL 92	NT 1483	NR 158	SL 211	ST 2292	SR 337	EL 169	ET 1530	ER 121	WL 372	WT 1922	WR 201	TOTAL 8888
AM Pe	ak Hr Be	egins at:	730	AM									
Peak Volumes =	46	827	98	115	1191	169	71	922	67	194	1043	107	4850
PEAK HR. FACTOR:		0.870			0.955			0.923			0.862		0.919

CONTROL:

Prepared by: National Data & Surveying Services

N-S STREET:	De Sot	o Ave			DATE:	5/17/20	007		LOC/	ATION:	City of	Woodlar	nd Hills
E-W STREET:	Vanow	en St			DAY:	THURS	DAY		PRO.	JECT#	07-22	49-005	
	N	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	JND	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	11 10 12 13 10 8 15 16	334 288 334 378 368 366 384 356	28 30 28 26 25 30 30 29	25 30 25 18 25 20 32 30	221 189 221 240 201 199 245 230	31 28 32 30 42 40 60 56	40 45 30 35 50 40 33 38	266 245 254 288 345 354 305 311	20 40 22 21 18 25 24 23	20 27 25 33 24 25 22 30	188 160 186 221 196 201 224 230	31 28 40 35 30 42 40 20	1215 1120 1209 1338 1334 1350 1414 1369
Total Volumes =	NL 95	NT 2808	NR 226	SL 205	ST 1746	SR 319	EL 311	ET 2368	ER 193	WL 206	WT 1606	WR 266	TOTAL 10349
PM Pe	ak Hr Be	egins at:	500	PM			-			_			•
PEAK VOLUMES =	49	1474	114	107	875	198	161	1315	90	101	851	132	5467
PEAK HR. FACTOR:		0.954			0.875			0.934			0.948		0.967

CONTROL:

N-S STREET:	Mason	Ave			DATE:	3/24/2	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Vanow	en St			DAY:	TUESD	AY		PRO.	JECT#	09-51	08-006	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	V	/ESTBOU	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM	3 6 5 7 9 8 8 10	47 57 85 100 87 83 45 45	5 10 11 16 7 11 5 9	20 20 18 22 18 27 14 7	137 193 271 303 203 214 159 155	32 46 43 48 49 54 56 65	16 25 37 34 26 24 16 23	168 175 227 241 204 221 192 179	5 15 28 38 4 19 23	12 19 41 54 33 22 10 16	154 207 251 289 247 263 243 203	19 24 21 32 22 15 11 12	618 797 1038 1184 913 946 778 747
Total Volumes =	NL 56	NT 549	NR 74	SL 146	ST 1635	SR 393	EL 201	ET 1607	ER 140	WL 207	WT 1857	WR 156	TOTAL 7021
AM Pe	ak Hr Be	gins at:	730	AM			•						
Peak Volumes =	29	355	45	85	991	194	121	893	78	150	1050	90	4081
PEAK HR. FACTOR:		0.872			0.851			0.872			0.860		0.862
CONTROL:	Signali	zed											

N-S STREET: Mason Ave DATE: 3/24/2009 LOCATION:	City of Woodland Hills
E-W STREET: Vanowen St DAY: TUESDAY PROJECT#	09-5108-006
NORTHBOUND SOUTHBOUND EASTBOUND	WESTBOUND
NL NT NR SL ST SR EL ET ER WL	WT WR TOTAL
LANES: 1 2 0 1 2 0 1 2 0 1	2 0
4:00 PM 12 146 6 31 78 32 49 262 7 15	206 15 859
4:15 PM 12 147 13 31 89 43 44 303 10 17	200 19 928
4:30 PM 11 140 5 20 74 32 46 263 6 8	194 24 823
4:45 PM 13 145 16 13 115 34 64 269 4 7	205 22 907
5:00 PM 8 152 7 21 106 28 49 293 16 6	210 22 918
5:15 PM 10 181 12 30 132 32 59 300 16 14	211 27 1024
5:30 PM 8 174 11 23 144 36 45 280 14 15	231 17 998
5:45 PM 9 151 12 19 138 34 49 257 16 17	227 17 946
TOTAL NL NT NR SL ST SR EL ET ER WL	WT WR TOTAL
VOLUMES = 83 1236 82 188 876 271 405 2227 89 99	1684 163 7403
PM Peak Hr Begins at: 500 PM	
PEAK	
VOLUMES = 35 658 42 93 520 130 202 1130 62 52	879 83 3886
PEAK HR.	
FACTOR: 0.905 0.915 0.929	0.964 0.949
CONTROL: Signalized	

N-S STREET:	Winnet	ka Ave			DATE:	3/24/2	009		LOC/	ATION:	City of	Woodla	nd Hills
E-W STREET:	Vanow	en St			DAY:	TUESD	AY		PRO.	JECT#	09-51	08-007	
	NC	ORTHBO	JND	SC	OUTHBO	UND	E	ASTBOU	ND	W	ESTBOL	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR <mark>0</mark>	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM	10 13 16 31 25 14 17 18	106 145 143 175 170 164 115 140	13 19 15 21 35 26 13 12	18 27 26 31 27 24 22 32	242 267 359 260 285 280 275 240	17 19 33 31 33 36 27 22	14 17 23 20 9 13 19 14	144 171 191 198 178 209 176 174	21 21 22 26 15 18 22 28	24 29 26 18 33 36 36 29	156 212 246 278 215 238 184 218	18 30 37 18 20 17 12 11	783 970 1137 1107 1045 1075 918 938
TOTAL VOLUMES =	NL 144	NT 1158	NR 154	SL 207	ST 2208	SR 218	EL 129	ET 1441	ER 173	WL 231	WT 1747	WR 163	TOTAL 7973
ΛΜ Ρο	ak Hr Be	ains at:	730	лм			•			•			
		.gins ac.	750										
Peak Volumes =	86	652	97	108	1184	133	65	776	81	113	977	92	4364
PEAK HR. FACTOR:		0.908			0.852			0.945			0.941		0.960
CONTROL:	Signali	zed											

N-S STREET:	Winnet	tka Ave			DATE:	3/24/2	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Vanow	en St			DAY:	TUESD	AY		PRO	IECT#	09-51	.08-007	
	N	ORTHBO	UND	SC	OUTHBOI	JND	E	ASTBOU	ND	W	/ESTBOL	JND	:
	NU			CI	CT	CD	-	FT		14/1	1 4/ T		TOTAL
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
LANES.	1	2	U	1	2	U	1	2	U	1	2	U	
4:00 PM	25	306	25	27	207	20	31	231	14	16	183	28	1113
4:15 PM	25	286	19	26	184	18	32	230	18	20	178	26	1062
4:30 PM	23	291	20	29	238	24	30	224	25	18	182	27	1131
4:45 PM	20	231	15	23	182	17	32	227	24	23	179	26	999
5:00 PM	24	268	23	23	188	14	22	238	20	19	207	31	1077
5:15 PM	21	276	21	37	210	23	35	289	15	18	224	36	1205
5:30 PM	25	273	24	27	213	24	26	246	18	24	199	19	1118
5:45 PM	22	264	27	30	242	28	31	258	26	25	257	22	1232
							-						
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	185	2195	174	222	1664	168	239	1943	160	163	1609	215	8937
	I			l									
PM Pea	ak Hr Be	egins at:	500	PM									
PEAK													
VOLUMES =	92	1081	95	117	853	89	114	1031	79	86	887	108	4632
VOLUNES -	52	1001	55		000	09	114	1031	13	00	007	100	TUJZ
PEAK HR.													
FACTOR:		0.984			0.883			0.903			0.889		0.940
		0.007		8	0.000			0.000			0.000		
CONTROL:	Signali	zed											

Prepared by: National Data & Surveying Services

N-S STREET:	Shoup	Ave			DATE:	5/22/20	007		LOC	ATION:	City of \	Noodlar	nd Hills
E-W STREET:	Victory	Blvd			DAY:	TUESD	AY		PRO	JECT#	07-22	49-007	
	N	ORTHBO	UND	SC	DUTHBO	JND	E	ASTBOL	JND	W	/ESTBOU	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 9:00 AM 9:15 AM 9:30 AM 9:15 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:30 AM 11:45 AM	8 12 21 26 29 21 20 31	112 136 155 200 194 141 141 153	12 12 15 5 17 9 17 16	23 30 27 35 34 29 30 27	217 234 303 322 329 291 251 226	12 14 24 15 15 17 20 16	11 15 20 33 21 21 17 14	123 134 224 212 252 187 176 164	32 36 40 82 72 61 47 59	17 26 23 25 25 26 32 35	102 112 196 195 164 153 112 124	11 11 18 21 25 13 13 15	680 772 1066 1171 1177 969 876 880
Total Volumes =	NL 168	NT 1232	NR 103	SL 235	ST 2173	SR 133	EL 152	ET 1472	ER 429	WL 209	WT 1158	WR 127	TOTAL 7591
AM Pe	eak Hr Be	egins at:	730	AM									
Peak Volumes =	97	690	46	125	1245	71	95	875	255	99	708	77	4383
PEAK HR. FACTOR:		0.868			0.953			0.888			0.917		0.931
	Cianali	rod											

CONTROL: Signal

Signalized

National Data & Surveying Services

N-S STREET:	Shoup	Ave			DATE:	5/22/20	07		LOC/	ATION:	City of	Woodlar	nd Hills
E-W STREET:	Victory	Blvd			DAY:	TUESD	۹Y		PRO	JECT#	07-22	49-007	
	N	ORTHBO			OUTHBOI		F	ASTBOU		\\	/ESTBOL		
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	50 50 62 46 45 47 49 42	260 262 312 297 338 370 327 285	27 22 33 23 28 31 25 20	24 20 10 32 23 21 28 27	143 139 136 156 167 192 174 133	32 37 22 16 27 26 20 15	31 30 35 20 34 19 25 26	221 186 151 195 189 218 209 184	39 21 36 38 29 28 29 40	21 24 14 19 26 23 20 17	205 240 228 205 234 227 202 205	45 37 40 35 40 40 39 31	1098 1068 1079 1082 1180 1242 1147 1025
TOTAL VOLUMES =	NL 391	NT 2451	NR 209	SL 185	ST 1240	SR 195	EL 220	ET 1553	ER 260	WL 164	WT 1746	WR 307	TOTAL 8921
	l ak Hr Be	egins at:	445	РМ			I			I			
Peak Volumes =	187	1332	107	104	689	89	98	811	124	88	868	154	4651
PEAK HR. FACTOR:		0.907			0.923			0.975			0.925		0.936
CONTROL:	Signali	zed											

CLIENT:		CRAIN AND ASSOCIATES
PROJECT:		WESTFIELD WEST VALLEY II
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION	N/S	TOPANGA CANYON BOULEVARD
	E/W	VICTORY BOULEVARD
FILE NUMBER:		18-AM CAR

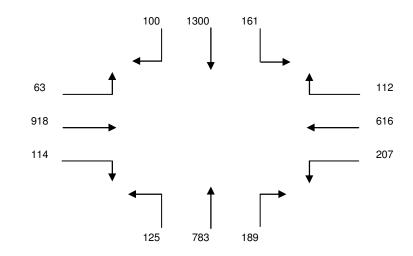
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	15	320	42	16	104	30	26	168	10	13	157	17
715-730	17	336	37	15	121	43	39	202	17	21	173	20
730-745	22	359	52	20	148	63	38	221	19	25	200	21
745-800	24	330	43	30	169	48	58	201	24	29	237	14
800-815	17	311	30	26	149	46	46	188	25	32	246	18
815-830	25	348	36	33	180	55	46	195	30	26	214	14
830-845	29	317	43	20	131	43	45	186	36	24	243	15
845-900	29	324	52	33	156	63	52	214	34	32	215	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
700-800	78	1345	174	81	542	184	161	792	70	88	767	72	4354
715-815	80	1336	162	91	587	200	181	812	85	107	856	73	4570
730-830	88	1348	161	109	646	212	188	805	98	112	897	67	4731
745-845	95	1306	152	109	629	192	195	770	115	111	940	61	4675
800-900	100	1300	161	112	616	207	189	783	125	114	918	63	4688

A.M. PEAK HOUR

VICTORY BOULEVARD

0800-0900



TOPANGA CANYON BOULEVARD

CLIENT:		CRAIN AND ASSOCIATES
PROJECT:		WESTFIELD WEST VALLEY II
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		04:00 PM TO 06:00 PM
INTERSECTION	N/S	TOPANGA CANYON BOULEVARD
	E/W	VICTORY BOULEVARD
FILE NUMBER:		18-PM

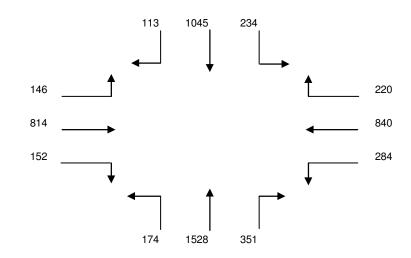
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	37	261	59	65	196	79	72	360	34	51	192	39
415-430	36	236	41	54	191	64	81	325	45	49	219	40
430-445	29	242	48	45	201	71	98	352	45	51	205	40
445-500	39	250	74	78	229	85	99	369	42	49	204	38
500-515	21	288	47	44	203	70	83	399	34	33	196	37
515-530	27	250	44	60	210	64	78	361	42	37	223	36
530-545	26	257	69	38	198	65	91	399	56	33	191	35
545-600	30	237	58	65	243	85	69	349	36	36	208	45

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	141	989	222	242	817	299	350	1406	166	200	820	157	5809
415-515	125	1016	210	221	824	290	361	1445	166	182	824	155	5819
430-530	116	1030	213	227	843	290	358	1481	163	170	828	151	5870
445-545	113	1045	234	220	840	284	351	1528	174	152	814	146	5901
500-600	104	1032	218	207	854	284	321	1508	168	139	818	153	5806

P.M. PEAK HOUR

0445-0545

VICTORY BOULEVARD



TOPANGA CANYON BOULEVARD

CLIENT:		CRAIN AND ASSOCIATES
PROJECT:		WESTFIELD WEST VALLEY II
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION	N/S	CANOGA AVENUE
	E/W	VICTORY BOULEVARD
FILE NUMBER:		21-AM CAR

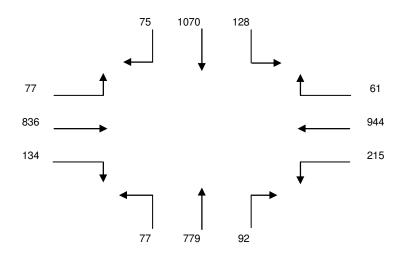
15	5 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
-	TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
	700-715	12	228	8	10	158	47	15	177	7	15	172	10
	715-730	13	239	12	17	186	53	14	203	10	20	168	12
	730-745	14	243	12	19	211	69	16	195	15	26	188	17
	745-800	19	257	20	17	251	65	20	213	16	24	206	12
	800-815	21	246	37	13	245	50	25	192	13	39	231	22
	815-830	16	273	35	16	225	48	24	201	19	39	198	18
	830-845	19	294	36	15	223	52	23	173	29	32	201	25
	845-900	20	241	25	24	223	46	35	166	19	29	199	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
700-800	58	967	52	63	806	234	65	788	48	85	734	51	3951
715-815	67	985	81	66	893	237	75	803	54	109	793	63	4226
730-830	70	1019	104	65	932	232	85	801	63	128	823	69	4391
745-845	75	1070	128	61	944	215	92	779	77	134	836	77	4488
800-900	76	1054	133	68	916	196	107	732	80	139	829	81	4411

A.M. PEAK HOUR

0745-0845

VICTORY BOULEVARD



CANOGA AVENUE

CLIENT:		CRAIN AND ASSOCIATES
PROJECT:		WESTFIELD WEST VALLEY II
DATE:		THURSDAY, MAY 24, 2007
PERIOD:		04:00 PM TO 06:00 PM
INTERSECTION	N/S	CANOGA AVENUE
	E/W	VICTORY BOULEVARD
FILE NUMBER:		21-PM

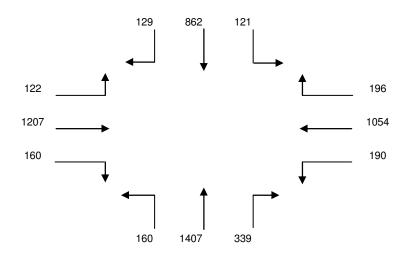
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	35	193	24	45	256	50	80	301	53	59	289	38
415-430	35	211	20	37	244	57	68	278	37	41	301	26
430-445	33	200	24	54	272	46	87	355	32	42	274	28
445-500	27	227	36	45	233	56	77	344	38	47	316	37
500-515	39	196	34	43	278	46	94	361	48	36	314	30
515-530	30	239	27	54	271	42	81	347	42	35	303	27
530-545	29	223	21	56	278	64	73	308	37	35	287	24
545-600	27	256	30	42	255	51	74	342	46	47	272	35

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	130	831	104	181	1005	209	312	1278	160	189	1180	129	5708
415-515	134	834	114	179	1027	205	326	1338	155	166	1205	121	5804
430-530	129	862	121	196	1054	190	339	1407	160	160	1207	122	5947
445-545	125	885	118	198	1060	208	325	1360	165	153	1220	118	5935
500-600	125	914	112	195	1082	203	322	1358	173	153	1176	116	5929

P.M. PEAK HOUR

0430-0530

VICTORY BOULEVARD



CANOGA AVENUE

National Data & Surveying Services

N-S STREET:	De Sot	o Ave			DATE:	5/17/20	007		LOC	ATION:	City of	Woodlar	nd Hills
E-W STREET:	Victory	Blvd			DAY:	THURS	DAY		PRO	JECT#	07-22	249-008	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	JND	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 9:00 AM 9:15 AM 9:30 AM 9:15 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:00 AM 11:15 AM	11 10 13 15 20 11 15 15	160 156 211 201 160 156 142 156	20 25 40 42 25 30 24 29	31 30 25 20 18 15 16 15	201 331 320 325 311 305 321 288	35 35 33 42 55 40 45 40	15 20 15 17 18 20 21 25	145 120 186 242 260 256 225 160	8 6 7 11 15 13 10 8	112 120 125 130 105 112 130 108	256 245 302 320 344 305 331 277	40 33 35 20 21 18 15 18	1034 1131 1312 1385 1352 1281 1295 1139
Total Volumes =	NL 110	NT 1342	NR 235	SL 170	ST 2402	SR 325	EL 151	ET 1594	ER 78	WL 942	WT 2380	WR 200	TOTAL 9929
AM Pe	eak Hr Be	egins at:	730	AM									
PEAK VOLUMES =	59	728	137	78	1261	170	70	944	46	472	1271	94	5330
PEAK HR. FACTOR:		0.875			0.975			0.904			0.977		0.962
CONTROL													

CONTROL:

Prepared by: National Data & Surveying Services

N-S STREET:	De Sot	o Ave			DATE:	5/17/20	007		LOC	ATION:	City of	Woodlar	nd Hills
E-W STREET:	Victory	Blvd			DAY:	THURS	DAY		PRO	JECT#	07-22	49-008	
	N	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	V	/ESTBOL	IND	
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM 1:15 PM 1:30 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:45 PM	22 25 21 15 16 18 17 21	261 277 275 254 287 288 301 256	90 99 90 98 100 105 112 89	18 24 30 25 22 30 25 20	188 178 160 199 211 186 190 178	45 50 35 33 50 45 44 50	90 88 86 90 100 105 112 89	401 388 356 423 442 456 404 388	30 33 32 40 22 28 30 35	71 67 60 55 40 65 60 56	255 260 267 288 224 256 245 299	21 40 34 33 30 23 24 20	1492 1529 1446 1553 1544 1605 1564 1501
TOTAL VOLUMES =	NL 155	NT 2199	NR 783	SL 194	ST 1490	SR 352	EL 760	ET 3258	ER 250	WL 474	WT 2094	WR 225	TOTAL 12234
PM Pe	ak Hr Be	egins at:	445	PM									
Peak Volumes =	66	1130	415	102	786	172	407	1725	120	220	1013	110	6266
PEAK HR. FACTOR:		0.937			0.936			0.956			0.893		0.976

CONTROL:

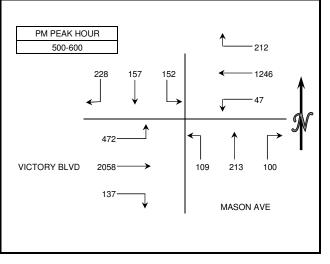
WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		FEHR AND PEERS		
PROJECT:		WEST SAN FERNAND	O VALLEY TRA	AFFIC COUNTS
DATE:		WEDNESDAY OCTOB	ER 17,2007	
PERIODS:		7:00 AM TO 9:00 AM	AND	4:00 PM TO 6:00 PM
INTERSECTION:	N/S	MASON AVE		
	E/W	VICTORY BLVD		
CITY:		WOODLAND HILLS		

15 MIN COUNTS						7:00 AM T	O 9:00 AM														
	1	2	3	4	5	6	7	8	9	10	11	12									
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL	AM PEAK HC	UR				٨		
700-715	141	22	60	16	231	2	0	5	0	17	282	25	801	745-845					L	- 141	
715-730	163	40	99	19	299	15	1	5	1	25	330	19	1016					1			
730-745	160	111	93	24	349	16	6	11	7	55	372	20	1224		819	329	317		←	- 1712	
745-800	253	139	124	42	417	34	9	29	25	98	424	53	1647					1			,
800-815	171	88	74	33	366	27	7	20	16	55	428	75	1360		\leftarrow	\checkmark	\rightarrow		.L.	- 91	
815-830	186	58	60	23	453	12	2	19	14	41	440	35	1343	-				<u> </u>	•		C
830-845	209	44	59	43	476	18	8	10	21	37	415	31	1371			♠					Ĵ
845-900	170	54	51	43	441	8	6	23	17	34	355	33	1235		194-			~	1		
HOUR TOTALS																					
	1	2	3	4	5	6	7	8	9	10	11	12		VICTORY BLVD	1707-	\rightarrow		76	78	26	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL					1			
700-800	717	312	376	101	1296	67	16	50	33	195	1408	117	4688		231-			1			
715-815	747	378	390	118	1431	92	23	65	49	233	1554	167	5247			. ↓		1	MASON	I AVE	
730-830	770	396	351	122	1585	89	24	79	62	249	1664	183	5574								
745-845	819	329	317	141	1712	91	26	78	76	231	1707	194	5721								
800-900	736	244	244	142	1736	65	23	72	68	167	1638	174	5309								

400-41563184259251426593225448811108415-43044133249251320481816450741018430-44562193545263615541815457791068445-5004323314425312213221134991191111500-515532238492685164024204671001102														
	1	2	3	4	5	6	7	8	9	10	11	12		
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL	
400-415	63	18	42	59	251	4	26	59	32	25	448	81	1108	
415-430	44	13	32	49	251	3	20	48	18	16	450	74	1018	
430-445	62	19	35	45	263	6	15	54	18	15	457	79	1068	
445-500	43	23	31	44	253	12	21	32	21	13	499	119	1111	
500-515	53	22	38	49	268	5	16	40	24	20	467	100	1102	
515-530	62	37	37	54	321	13	28	50	31	30	578	128	1369	
530-545	54	41	39	54	309	15	26	58	25	42	480	105	1248	
545-600	59	57	38	55	348	14	30	65	29	45	533	139	1412	
HOUR TOTALS														
	1	2	3	4	5	6	7	8	9	10	11	12		
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL	
400-500	212	73	140	197	1018	25	82	193	89	69	1854	353	4305	
415-515	202	77	136	187	1035	26	72	174	81	64	1873	372	4299	
430-530	220	101	141	192	1105	36	80	176	94	78	2001	426	4650	
445-545	212	123	145	201	1151	45	91	180	101	105	2024	452	4830	
500-600	228	157	152	212	1246	47	100	213	109	137	2058	472	5131	



N-S STREET:	Winnet	ka Ave			DATE:	3/24/20	009		LOC/	ATION:	City of V	Woodla	nd Hills
E-W STREET:	Victory	Blvd			DAY:	TUESD	AY		PRO.	JECT#	09-51	08-008	
	NC	ORTHBO	UND	SC	DUTHBO	UND	E	ASTBOU	IND	W	/ESTBOU	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2.5	SR .5	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	16 23 25 25 49 22 24 25	92 150 187 194 233 171 146 124	19 38 54 41 53 40 43 18	23 33 40 56 57 64 38 38 38	235 271 275 273 243 244 202 241	23 43 43 75 62 45 50 41	8 9 7 16 18 19 8 15	170 284 233 340 297 320 262 220	35 42 64 59 57 46 37 32	33 25 117 90 51 54 44 36	158 297 411 437 333 274 297 279	35 8 10 15 27 14 15 14	847 1223 1466 1621 1480 1313 1166 1083
Total Volumes =	NL 209	NT 1297	NR 306	SL 349	ST 1984	SR 382	EL 100	ET 2126	ER 372	WL 450	WT 2486	WR 138	TOTAL 10199
	I						l			1			1 1
AM Pe	ak Hr Be	gins at:	730	AM									
Peak Volumes =	121	785	188	217	1035	225	60	1190	226	312	1455	66	5880
PEAK HR. FACTOR:		0.816			0.914			0.889			0.845		0.907
CONTROL:	Signali	zed											

Intersection Turning Movement

Prepared by: National Data & Surveying Services

N-S STREET:	Winnet	ka Ave			DATE:	3/24/20	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Victory	Blvd			DAY:	TUESD	AY		PRO	IECT#	09-51	08-008	
	NC	ORTHBO	UND	SC	DUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	IND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2.5	.5	1	3	0	1	3	0	101712
4:00 PM	40	260	28	41	189	27	63	359	37	27	255	30	1356
4:15 PM	23	229	23	33	154	33	67	414	38	38	235	34	1371
4:30 PM	38	244	35	34	194	29	60	357	46	24	284	37	1382
4:45 PM	36	242	38	46	188	30	56	366	50	25	334	36	1447
5:00 PM	42	251	37	51	205	29	45	338	41	41	277	30	1387
5:15 PM	47	225	31	41	167	37	43	315	66	39	303	41	1355
5:30 PM	48	238	40	36	195	55	59	281	66	42	286	23	1369
5:45 PM	48	193	26	30	159	65	42	234	58	59	306	21	1241
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	322	1882	258	312	1451	305	435	2664	402	295	2330	252	10908
	l												
PM Pea	ak Hr Be	gins at:	415	PM									
PEAK													
VOLUMES =	139	966	133	164	741	121	228	1475	175	128	1180	137	5587
PEAK HR.													
FACTOR:		0.938			0.900			0.905			0.915		0.965

CONTROL: Signalized

Intersection Turning Movement

Prepared by: National Data & Surveying Services

N-S STREET:	Tophar	n St			DATE:	9/15/20		LOCA	ATION:	City of \	Woodla	nd Hills	
E-W STREET:	Victory	Blvd			DAY:	TUESD	AY		PRO:	JECT#	09-5290)-001	
	NC	ORTHBOU	JND	S	OUTHBOL	JND	E	ASTBOU	ND	V	VESTBOU	IND	
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 2	ER 1	WL 0	WT 2	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 9:15 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 11:5 AM 11:30 AM 11:45 AM	27 53 84 121 106 47 37 43		0 1 0 1 3 1 6 0					351 337 270 301 258 308 211 241	59 96 103 128 101 92 55 61		234 399 483 531 469 416 303 332		671 886 940 1082 937 864 612 677
TOTAL VOLUMES =	NL 518	NT 0	NR 12	SL 0	ST 0	SR 0	EL 0	ET 2277	ER 695	WL 0	WT 3167	WR 0	TOTAL 6669
AM Pe	ak Hr Be	gins at:	715	AM									
Peak Volumes =	364	0	5	0	0	0	0	1166	428	0	1882	0	3845
PEAK HR. FACTOR:		0.756			0.000			0.920			0.886		0.888

CONTROL: Signalized

National Data & Surveying Services

N-S STREET:	Tophan	Topham St DATE: 9/15/2009								ATION:	City of	Woodlar	nd Hills
E-W STREET:	Victory	Blvd			DAY:	TUESD	AY		PRO.	JECT#	09-5290	0-001	
	NC	RTHBO	JND	SC	OUTHBO	UND	E	ASTBOU	IND	V	VESTBOL	JND	
LANES:	NL 1	NT 0	NR 1	SL 0	ST 0	SR 0	EL 0	ET 2	ER 1	WL 0	WT 2	WR 0	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:30 PM 6:45 PM	47 50 51 48 64 82 89 65		2 0 4 1 1 2 1 2					349 395 324 358 402 387 389 384	61 89 69 80 86 84 87		244 245 229 274 278 300 348 365		703 779 677 750 825 857 911 903
TOTAL VOLUMES =	NL 496	NT 0	NR 13	SL 0	ST 0	SR 0	EL 0	ET 2988	ER 625	WL 0	WT 2283	WR 0	TOTAL 6405
PM Pe	ak Hr Be	gins at:	500	PM									
Peak Volumes =	300	0	6	0	0	0	0	1562	337	0	1291	0	3496
PEAK HR. FACTOR:		0.850			0.000			0.985			0.884		0.959
CONTROL:	Signaliz	ed											

N-S STREET:	Corbin	Ave			DATE:	3/24/20	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Victory	Blvd			DAY:	TUESD	AY		PRO.	JECT#	09-51	.08-009	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	V	/ESTBOL	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR <mark>0</mark>	EL 1	ET 2	ER 0	WL 1	WT 2	WR <mark>0</mark>	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	3 3 10 10 13 2 7 5	35 87 160 126 171 132 101 63	19 18 21 24 24 21 11 11	50 52 41 41 38 43 58 40	122 183 209 221 179 175 179 158	39 64 93 82 70 44 54	10 12 14 14 27 38 23 16	179 230 252 249 236 250 239 176	3 2 1 5 6 3 4 4	14 23 60 43 34 30 21 17	190 299 459 446 326 286 287 278	26 39 30 31 53 40 32 28	690 1012 1321 1303 1189 1090 1006 850
Total Volumes =	NL 53	NT 875	NR 149	SL 363	ST 1426	SR 510	EL 154	ET 1811	ER 28	WL 242	WT 2571	WR 279	TOTAL 8461
	I									I			
AM Pe	ak Hr Be	gins at:	730	AM									
Peak Volumes =	35	589	90	163	784	309	93	987	15	167	1517	154	4903
PEAK HR. FACTOR:		0.858			0.885			0.941			0.837		0.928
CONTROL:	Signali	zed											

N-S STREET:	Corbin	Ave			DATE:	3/24/2	009		LOC/	ATION:	City of	Woodla	nd Hills
E-W STREET:	Victory	Blvd			DAY:	TUESD	AY		PRO.	JECT#	09-51	L08-009	
	N	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	JND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WТ	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
4:00 PM	4	152	35	37	104	18	48	355	4	15	245	69	1086
4:15 PM	5	172	24	23	121	22	31	341	5	15	249	75	1083
4:30 PM	7	120	26	34	110	22	29	315	3	17	256	82	1021
4:45 PM	10	178	44	34	113	27	35	294	9	17	251	59	1071
5:00 PM	10	205	35	36	93	34	47	356	3	13	278	85	1195
5:15 PM	6	210	41	20	123	38	39	349	9	22	319	88	1264
5:30 PM	10	222	36	29	99	37	24	336	9	21	322	77	1222
5:45 PM	8	174	22	39	116	42	35	279	8	24	327	95	1169
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	60	1433	263	252	879	240	288	2625	50	144	2247	630	9111
PM Pea	ak Hr Be	egins at:	500	PM									
PEAK	1.24	011	124	1.74	421	1 - 1		1220	20		1240	245	4050
VOLUMES =	34	811	134	124	431	151	145	1320	29	80	1246	345	4850
PEAK HR.													
FACTOR:		0.913			0.896			0.920			0.937		0.959
TACTOR.	I	0.913		I	0.090		I	0.920		I	0.937		0.333
CONTROL:	Signali	zed											

N-S STREET:	Tampa	Ave			DATE:	3/26/2	009		LOC	ATION:	City of	Noodla	nd Hills
E-W STREET:	Victory	Blvd			DAY:	THURS	DAY		PRO.	JECT#	09-51	08-010	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOU	IND	
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	15 21 18 32 26 16 16 16	106 120 177 157 192 164 138 181	16 20 23 23 35 33 37	42 62 71 66 55 69 58 44	226 291 306 276 288 268 188 187	16 39 69 60 49 47 31 26	4 21 8 11 15 22 16 10	210 294 386 318 281 325 320 202	13 8 9 16 10 8 8 10	18 23 19 16 20 25 24 27	181 302 425 369 317 303 299 268	19 18 23 31 15 18 26 27	866 1219 1537 1375 1291 1300 1157 1035
Total Volumes =	NL 160	NT 1235	NR 213	SL 467	ST 2030	SR 337	EL 107	ET 2336	ER 82	WL 172	WT 2464	WR 177	TOTAL 9780
AM Pe	ak Hr Be	gins at:	730	AM			•			•			
PEAK Volumes =	92	690	107	261	1138	225	56	1310	43	80	1414	87	5503
PEAK HR. FACTOR:		0.922			0.910			0.874			0.846		0.895
CONTROL:	Signali	zed											

Prepared by: National Data & Surveying Services

N-S STREET:	Tampa	Ave			DATE:	3/26/20	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Victory	Blvd			DAY:	THURS	DAY		PRO	JECT#	09-51	.08-010	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	V	/ESTBOL	JND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	0	1	2	0	
4:00 PM	25	227	19	35	151	20	27	302	13	16	273	45	1153
4:15 PM	42	209	28	45	134	34	28	284	18	14	233	41	1110
4:30 PM	47	244	28	49	141	27	32	289	7	20	292	46	1222
4:45 PM	35	250	27	46	149	25	19	331	14	16	264	43	1219
5:00 PM	36	299	30	52	156	30	30	433	12	16	307	51	1452
5:15 PM	40	316	22	37	165	24	23	440	6	13	365	53	1504
5:30 PM	50	247	29	57	162	34	23	356	8	19	396	58	1439
5:45 PM	38	259	27	47	136	40	28	367	12	10	319	30	1313
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	313	2051	210	368	1194	234	210	2802	90	124	2449	367	10412
PM Pea	ak Hr Be	gins at:	500	PM									
PEAK	_			_			_			_			_
VOLUMES =	164	1121	108	193	619	128	104	1596	38	58	1387	192	5708
PEAK HR.													
FACTOR:	I	0.921		I	0.929			0.915		I	0.865		0.949

CONTROL: Signalized

N-S STREET:	Wilbur	Ave			DATE:	3/25/2	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Victory	Blvd			DAY:	WEDNE	ESDAY		PRO	JECT#	09-51	08-011	
	NC	ORTHBO	JND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	8 6 18 17 25 19 8 11	54 97 145 171 151 105 83 69	10 18 20 23 32 17 11 7	48 53 38 36 34 32 48 39	179 235 334 348 245 195 164 171	27 37 38 52 31 34 21 30	6 10 17 15 16 20 16 10	272 367 386 369 389 335 322 302	6 27 26 36 26 17 20 23	6 16 17 19 21 26 16 22	191 273 442 389 389 274 272 286	21 22 16 46 21 17 27 17	828 1161 1497 1521 1380 1091 1008 987
TOTAL VOLUMES =	NL 112	NT 875	NR 138	SL 328	ST 1871	SR 270	EL 110	ET 2742	ER 181	WL 143	WT 2516	WR 187	TOTAL 9473
AM Pe	ak Hr Be	gins at:	715	AM			•			•			
Peak Volumes =	66	564	93	161	1162	158	58	1511	115	73	1493	105	5559
PEAK HR. FACTOR:		0.857			0.849			0.977			0.879		0.914
CONTROL:	Signaliz	zed											

N-S STREET:	Wilbur	Ave			DATE:	3/25/2	009		LOCA	ATION:	City of	Woodla	nd Hills
E-W STREET:	Victory	Blvd			DAY:	WEDN	ESDAY		PRO	IECT#	09-51	.08-011	
	NC	ORTHBO	JND	SC	OUTHBO	JND	E	ASTBOU	ND	V	/ESTBOL	JND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
4:00 PM	30	148	24	35	101	19	39	344	21	8	251	40	1060
4:15 PM	31	141	22	22	85	26	26	367	20	11	308	42	1101
4:30 PM	28	139	18	34	85	13	37	344	19	14	253	41	1025
4:45 PM	28	156	19	29	117	17	38	395	15	14	340	39	1207
5:00 PM	43	184	26	24	114	29	26	397	24	14	291	48	1220
5:15 PM	30	229	25	26	156	22	27	399	12	13	352	58	1349
5:30 PM	37	192	18	22	123	29	37	423	17	19	360	60	1337
5:45 PM	29	177	16	30	126	46	28	357	11	6	323	40	1189
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	256	1366	168	222	907	201	258	3026	139	99	2478	368	9488
VOLUNILS -	250	1300	100	~~~~	507	201	250	5020	155	55	21/0	500	5 100
	•			-			•			-			• •
PM Pea	ak Hr Be	gins at:	445	PM									
PEAK													
VOLUMES =	138	761	88	101	510	97	128	1614	68	60	1343	205	5113
	150	,01	00	101	510	57	120	1011	00	00	1313	205	5115
PEAK HR.													
FACTOR:		0.869			0.868			0.949			0.916		0.948
	1	0.000		8	0.000		1	0.010			0.510		
CONTROL:	Signaliz	zed											

N-S STREET:	Reseda	Blvd			DATE:	3/26/2	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Victory	Blvd			DAY:	THURS	DAY		PRO	JECT#	09-51	.08-012	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	JND	
LANES:	NL 1	NT 3	NR 0	SL 1	ST 3	SR 0	EL 1	ET 3	ER 0	WL 1	WT 2	WR 1	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	14 13 14 23 20 19 16 18	110 156 205 205 167 137 159 164	18 23 40 31 24 18 30 16	19 19 29 28 27 21 27 26	195 246 287 230 237 205 242 156	11 21 57 59 31 31 29 26	12 15 24 29 34 31 19 18	256 413 435 444 375 404 374 283	16 18 19 17 14 18 22 25	18 25 22 24 21 28 24 32	183 326 413 363 272 313 282 267	17 20 19 38 31 18 15 28	869 1295 1564 1491 1253 1243 1239 1059
Total Volumes =	NL 137	NT 1303	NR 200	SL 196	ST 1798	SR 265	EL 182	ET 2984	ER 149	WL 194	WT 2419	WR 186	TOTAL 10013
	ak Hr Be	aine at-	715				-			-			•
		gins at.	/15	AM									
Peak Volumes =	70	733	118	103	1000	168	102	1667	68	92	1374	108	5603
PEAK HR. FACTOR:		0.889			0.852			0.937			0.867		0.896
CONTROL:	Signali	zed											

Prepared by: National Data & Surveying Services

N-S STREET:	Reseda	a Blvd			DATE:	3/26/2	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Victory	Blvd			DAY:	THURS	DAY		PRO	JECT#	09-51	08-012	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	JND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WТ	WR	TOTAL
LANES:	1	3	0	1	3	0	1	3	0	1	2	1	
4:00 PM	25	258	22	24	200	43	37	312	33	18	255	32	1259
4:15 PM	23	247	40	32	183	39	41	371	27	24	269	34	1330
4:30 PM	29	254	32	27	218	46	33	345	32	22	290	31	1359
4:45 PM	33	247	22	24	184	46	38	331	18	14	224	28	1209
5:00 PM	25	269	27	24	196	41	34	391	23	29	321	40	1420
5:15 PM	31	291	26	24	201	37	31	423	31	20	347	35	1497
5:30 PM	29	295	27	19	229	52	38	344	23	26	363	50	1495
5:45 PM	30	211	31	22	174	31	29	349	30	22	291	31	1251
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	225	2072	227	196	1585	335	281	2866	217	175	2360	281	10820
	I			l						l			
PM Pe	ak Hr Be	gins at:	500	PM									
		.ge a.e.											
PEAK													
VOLUMES =	115	1066	111	89	800	161	132	1507	107	97	1322	156	5663
PEAK HR.													
FACTOR:		0.920			0.875			0.900			0.897		0.946

CONTROL: Signalized

Intersection Turning Movement

Prepared by: National Data & Surveying Services

N-S STREET:	De Sot	o Ave			DATE:	11/6/20	008		LOCA	ATION:	City of	Woodla	nd Hills
E-W STREET:	El Rano	cho Dr			DAY:	THURS	DAY		PRO.	JECT#	08-51	15-003	
	NC	ORTHBO	UND	SC	DUTHBOU	JND	E	ASTBOU	ND	W	ESTBOL	JND	
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 0	WR 1	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 9:00 AM 9:15 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:30 AM 11:45 AM	1 0 1 0 0 4	221 343 397 467 379 280 235 244	13 18 27 53 29 19 16 19	5 5 11 18 10 3 7 11	357 531 552 656 543 583 488 523	0 0 0 0 0 1 0	0 0 1 0 1 0		0 1 0 1 1 0 2	1 0 1 5 7 5 4 4		4 6 7 11 5 3 4	602 902 996 1206 982 896 755 811
Total Volumes =	NL 7	NT 2566	NR 194	SL 70	ST 4233	SR 1	EL 3	ET 0	ER 5	WL 27	WT 0	WR 44	TOTAL 7150
AM Pe	ak Hr Be	gins at:	715	AM									
Peak Volumes =	2	1586	127	44	2282	0	2	0	2	13	0	28	4086 0.847
PEAK HR. FACTOR:		0.825			0.863			0.500			0.569		0.847

CONTROL: Signalized

National Data & Surveying Services

N-S STREET:	De Sot	o Ave			DATE:	11/6/20	008		LOC	ATION:	City of \	Woodlar	nd Hills
E-W STREET:	El Rano	cho Dr			DAY:	THURS	DAY		PRO.	JECT#	08-51	15-003	
	N	ORTHBO	UND	S	OUTHBOU	JND	E	ASTBOU	ND	W	'ESTBOU	IND	
LANES:	NL 1	NT 3	NR 1	SL 1	ST 3	SR 1	EL 1	ET 1	ER 1	WL 1	WT 0	WR 1	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:30 PM 6:45 PM	1 1 1 0 1 3 2 1	472 418 439 498 508 460 464 432	14 12 13 21 39 47 49 58	6 2 0 1 4 4 5	276 294 299 293 293 318 290 331	1 1 1 0 0 0 1 0	1 1 1 0 0 2 0		0 0 1 1 0 2 2 2	21 11 10 9 13 4 9 9		7 1 2 4 1 1 4 1	799 741 767 827 856 839 827 839
TOTAL VOLUMES =	NL 10	NT 3691	NR 253	SL 22	ST 2394	SR 4	EL 6	ET 0	ER 8	WL 86	WT 0	WR 21	TOTAL 6495
PM Pe	ak Hr Be	egins at:	500	PM									
PEAK Volumes =	7	1864	193	14	1232	1	2	0	6	35	0	7	3361
PEAK HR. FACTOR:		0.942			0.928			0.500			0.750		0.982

Signalized CONTROL:

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: DE SOTO AVENUE

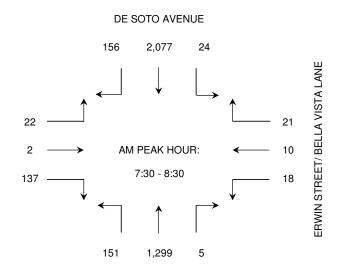
E/W STREET: ERWIN STREET/ BELLA VISTA LANE

PERIOD: AM PEAK HOUR

DATE: TUESDAY June 5, 2007

15-MINUTE	WES	TBOUND)	EAST	BOUNE)	NOR	THBOUN	D	SOU	THBOUN	D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
7:00 - 7:15	6	0	10	10	0	12	42	141	2	3	421	45	692
7:15 - 7:30	2	2	7	6	0	20	32	321	2	2	391	39	824
7:30 - 7:45	3	3	6	9	0	27	28	330	1	3	536	31	977
7:45 - 8:00	4	1	6	4	0	32	35	328	1	3	485	44	943
8:00 - 8:15	5	2	4	4	0	36	40	319	1	8	470	42	931
8:15 - 8:30	6	4	5	5	2	42	48	322	2	10	586	39	1,071
8:30 - 8:45	2	2	4	12	0	36	57	176	0	3	464	36	792
8:45 - 9:00	3	3	3	8	0	40	51	202	1	2	490	31	834

1-HOUR	WES	TBOUN	D				NOF	RTHBOUN	ID	SOL	ITHBOUN	١D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
7:00 - 8:00	15	6	29	29	0	91	137	1,120	6	11	1,833	159	3,436
7:15 - 8:15	14	8	23	23	0	115	135	1,298	5	16	1,882	156	3,675
7:30 - 8:30	18	10	21	22	2	137	151	1,299	5	24	2,077	156	3,922 *
7:45 - 8:45	17	9	19	25	2	146	180	1,145	4	24	2,005	161	3,737
8:00 - 9:00	16	11	16	29	2	154	196	1,019	4	23	2,010	148	3,628

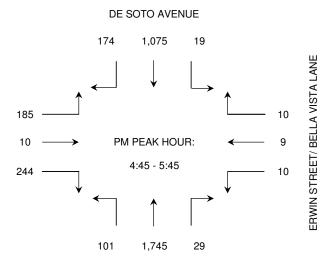


PERIOD: PM PEAK HOUR

DATE: TUESDAY June 5, 2007

15-MINUTE	WEST	FBOUND)	EAST	BOUND)	NOR	THBOUN	D	SOU	THBOUN	D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
4:00 - 4:15	1	0	1	40	1	54	30	427	5	4	273	37	873
4:15 - 4:30	2	0	1	46	3	51	29	408	5	3	365	46	959
4:30 - 4:45	1	1	2	39	2	50	40	358	6	4	254	31	788
4:45 - 5:00	3	3	2	48	0	53	28	465	10	6	264	45	927
5:00 - 5:15	2	1	3	49	6	74	15	382	7	3	271	46	859
5:15 - 5:30	2	3	3	56	3	61	30	477	7	5	225	44	916
5:30 - 5:45	3	2	2	32	1	56	28	421	5	5	315	39	909
5:45 - 6:00	3	3	3	25	2	37	29	428	5	6	279	32	852

1-HOUR	WEST	FBOUNE)	EAS	rbound)	NOF	RTHBOUN	ID	SOL	ITHBOUN	١D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
4:00 - 5:00	7	4	6	173	6	208	127	1,658	26	17	1,156	159	3,547
4:15 - 5:15	8	5	8	182	11	228	112	1,613	28	16	1,154	168	3,533
4:30 - 5:30	8	8	10	192	11	238	113	1,682	30	18	1,014	166	3,490
4:45 - 5:45	10	9	10	185	10	244	101	1,745	29	19	1,075	174	3,611 *
5:00 - 6:00	10	9	11	162	12	228	102	1,708	24	19	1,090	161	3,536



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET:	Winnet	ka Ave			DATE:	11/6/20	800		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Calvert	: St/Brah	ma Dr		DAY:	THURS	DAY		PRO	IECT#	08-51	15-002	
	NC	ORTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	ESTBOL	JND	
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 1	EL 2	ET 0	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 9:00 AM 9:15 AM 9:00 AM 9:15 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:30 AM 11:45 AM	15 21 40 69 54 38 22 30	141 203 230 288 268 186 205 221	0 0 1 0 2 1 0 0	2 0 3 1 0 1 1 2	324 339 337 287 218 263 221 231	13 22 46 65 49 22 19 23	1 9 11 17 10 10 8 8		4 9 18 12 6 2 12	1 5 13 14 17 5 9 3	0 2 8 7 5 1 2 4	0 3 11 21 29 10 3 5	501 608 709 787 664 543 492 539
Total Volumes =	NL 289	NT 1742	NR 4	SL 10	ST 2220	SR 259	EL 74	ET 0	ER 67	WL 67	WT 29	WR 82	TOTAL 4843
AM Pe	ak Hr Be	gins at:	715	AM									
Peak Volumes =	184	989	3	4	1181	182	47	0	43	49	22	64	2768
PEAK HR. FACTOR:		0.824			0.885			0.643			0.662		2768 0.879

CONTROL: Signalized

National Data & Surveying Services

N-S STREET:	Winnet	tka Ave			DATE:	11/6/20	800		LOCA	ATION:	City of	Woodlar	nd Hills
E-W STREET:	Calvert	: St/Brahı	ma Dr		DAY:	THURS	DAY		PRO.	JECT#	08-51	.15-002	
	N	ORTHBOU	JND	SC	OUTHBO	UND	E	ASTBOL	JND	W	ESTBOL	JND	
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 1	EL 2	ET 0	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 6:15 PM 6:30 PM 6:45 PM	13 15 16 17 23 39 32 52	305 287 320 309 315 304 254 295	0 3 0 0 0 0 0	3 0 4 3 0 3 4 2	203 213 198 212 203 198 209 185	25 22 26 20 19 33 37 46	26 29 35 34 43 34 29 20		27 25 16 22 36 30 27 17	11 10 6 5 3 4 11 7	3 0 0 1 1 2 2 1	5 7 4 10 4 3 7 5	621 611 625 633 647 650 612 630
TOTAL VOLUMES =	NL 207	NT 2389	NR 3	SL 19	ST 1621	SR 228	EL 250	ET 0	ER 200	WL 57	WT 10	WR 45	TOTAL 5029
PM Pe	ak Hr Be	egins at:	430	PM									
Peak Volumes =	95	1248	0	10	811	98	146	0	104	18	4	21	2555
PEAK HR. FACTOR:		0.979			0.978			0.791			0.672		0.983
	Cignoli	Tod											

Signalized CONTROL:

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: DE SOTO AVENUE

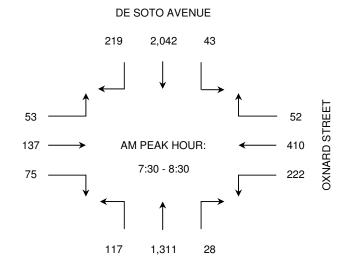
E/W STREET: OXNARD STREET

PERIOD: AM PEAK HOUR

DATE: WEDNESDAY June 6, 2007

15-MINUTE	WES	STBOUN	D	EAS	TBOUNI	D	NOR	THBOUN	ID	SOU	THBOUN	ID	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
7:00 - 7:15	29	29	1	12	22	24	37	315	6	3	526	16	1,020
7:15 - 7:30	24	24	7	9	10	11	15	206	6	5	383	35	735
7:30 - 7:45	43	76	16	12	32	17	22	326	8	8	497	42	1,099
7:45 - 8:00	63	111	14	14	45	18	35	315	10	10	504	54	1,193
8:00 - 8:15	67	110	11	14	31	19	32	341	6	13	465	77	1,186
8:15 - 8:30	49	113	11	13	29	21	28	329	4	12	576	46	1,231
8:30 - 8:45	53	96	12	12	26	26	15	282	5	10	459	53	1,049
8:45 - 9:00	37	87	14	12	21	24	6	228	6	6	486	39	966

1-HOUR	WES	TBOUN	D	EAS	TBOUN	D	NOF	RTHBOUN	ND	SOL	ITHBOUI	٧D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
7:00 - 8:00	159	240	38	47	109	70	109	1,162	30	26	1,910	147	4,047
7:15 - 8:15	197	321	48	49	118	65	104	1,188	30	36	1,849	208	4,213
7:30 - 8:30	222	410	52	53	137	75	117	1,311	28	43	2,042	219	4,709 *
7:45 - 8:45	232	430	48	53	131	84	110	1,267	25	45	2,004	230	4,659
8:00 - 9:00	206	406	48	51	107	90	81	1,180	21	41	1,986	215	4,432

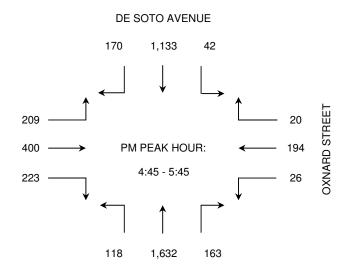


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY June 6, 2007

15-MINUTE	WES	TBOUNE)	EAS	TBOUNE)	NOR	THBOUN	1D	SOU	THBOUN	ID	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
4:00 - 4:15	8	30	3	72	92	61	45	369	42	12	314	48	1,096
4:15 - 4:30	9	31	3	60	82	45	10	367	49	10	245	27	938
4:30 - 4:45	10	45	5	34	82	40	19	360	27	9	256	42	929
4:45 - 5:00	7	56	5	40	90	49	22	449	33	8	289	39	1,087
5:00 - 5:15	7	48	4	50	110	63	35	351	45	10	303	47	1,073
5:15 - 5:30	6	51	5	60	99	52	26	445	39	10	242	40	1,075
5:30 - 5:45	6	39	6	59	101	59	35	387	46	14	299	44	1,095
5:45 - 6:00	8	56	5	45	114	46	27	299	30	16	241	46	933

1-HOUR	WES	TBOUN	D	EAS	TBOUN	D	NOF	THBOUN	ND	SOU	THBOUN	١D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
4:00 - 5:00	34	162	16	206	346	195	96	1,545	151	39	1,104	156	4,050
4:15 - 5:15	33	180	17	184	364	197	86	1,527	154	37	1,093	155	4,027
4:30 - 5:30	30	200	19	184	381	204	102	1,605	144	37	1,090	168	4,164
4:45 - 5:45	26	194	20	209	400	223	118	1,632	163	42	1,133	170	4,330 *
5:00 - 6:00	27	194	20	214	424	220	123	1,482	160	50	1,085	177	4,176



N-S STREET:	Winnet	tka Ave			DATE:	3/24/2	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Oxnarc	d St			DAY:	TUESD	AY		PRO	JECT#	09-51	08-013	
	N	ORTHBO	JND	SC	DUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	IND	
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 1	WL 0	WT 1	WR <mark>0</mark>	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM	4 4 15 11 19 5 12 16	105 225 305 241 293 234 162 180	5 6 8 20 11 8 8 3	1 3 4 13 11 5 3 4	307 336 350 373 308 284 277 292	21 32 68 54 64 43 31 39	15 26 29 43 47 30 19 13	14 22 62 107 74 32 27 23	11 18 21 18 8 10 10 14	5 14 12 10 19 7 6 6	20 27 62 74 74 49 27 33	2 2 9 2 1 2 1	510 715 938 973 930 708 584 624
TOTAL VOLUMES =	NL 86	NT 1745	NR 69	SL 44	ST 2527	SR 352	EL 222	ET 361	ER 110	WL 79	WT 366	WR 21	TOTAL 5982
AM Pe	ak Hr Be	egins at:	715	AM									
PEAK Volumes =	49	1064	45	31	1367	218	145	265	65	55	237	15	3556
PEAK HR. FACTOR:		0.883			0.918			0.707			0.808		0.914
CONTROL:	Signali	zed											

N-S STREET:	Winnet	ka Ave			DATE:	3/24/2	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	Oxnarc	l St			DAY:	TUESD	AY		PRO	IECT#	09-51	08-013	
	NC	ORTHBO	UND	SC	DUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	IND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	1	1	0	1	0	-
4:00 PM	23	273	13	3	250	24	48	89	15	8	12	3	761
4:15 PM	14	272	14	7	258	18	25	61	16	4	8	0	697
4:30 PM	17	318	18	5	251	24	56	111	15	5	12	7	839
4:45 PM	22	297	8	7	224	24	32	111	16	2	5	1	749
5:00 PM	30	324	10	10	225	28	51	113	15	2	22	7	837
5:15 PM	20	241	23	9	209	27	29	113	10	2	19	3	705
5:30 PM	23	284	20	10	251	23	34	94	14	5	23	5	786
5:45 PM	18	301	7	4	221	17	27	77	6	5	14	7	704
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	167	2310	113	55	1889	185	302	769	107	33	115	33	6078
PM Pea	ak Hr Be	gins at:	430	PM									
PEAK													
VOLUMES =	89	1180	59	31	909	103	168	448	56	11	58	18	3130
PEAK HR. FACTOR:		0.912			0.931			0.923			0.702		0.933
CONTROL:	Signali	zed											

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: DE SOTO AVENUE

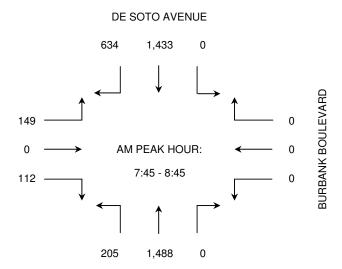
E/W STREET: BURBANK BOULEVARD

PERIOD: AM PEAK HOUR

DATE: TURSDAY June 7, 2007

15-MINUTE	WES	TBOUND)	EAST	FBOUNE)	NOR	THBOUN	D	SOUT	THBOUN	ID	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
7:00 - 7:15	0	0	0	13	0	18	40	235	0	0	279	127	712
7:15 - 7:30	0	0	0	20	0	26	40	273	0	0	377	120	856
7:30 - 7:45	0	0	0	31	0	39	34	324	0	0	420	115	963
7:45 - 8:00	0	0	0	41	0	35	34	401	0	0	416	148	1,075
8:00 - 8:15	0	0	0	36	0	25	60	398	0	0	320	157	996
8:15 - 8:30	0	0	0	38	0	30	60	339	0	0	342	162	971
8:30 - 8:45	0	0	0	34	0	22	51	350	0	0	355	167	979
8:45 - 9:00	0	0	0	34	0	25	57	343	0	0	317	128	904

1-HOUR	WES	TBOUN	D	EAS	TBOUN	D	NOF	RTHBOUI	ND	SOL	ITHBOUI	٧D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
7:00 - 8:00	0	0	0	105	0	118	148	1,233	0	0	1,492	510	3,606
7:15 - 8:15	0	0	0	128	0	125	168	1,396	0	0	1,533	540	3,890
7:30 - 8:30	0	0	0	146	0	129	188	1,462	0	0	1,498	582	4,005
7:45 - 8:45	0	0	0	149	0	112	205	1,488	0	0	1,433	634	4,021 *
8:00 - 9:00	0	0	0	142	0	102	228	1,430	0	0	1,334	614	3,850

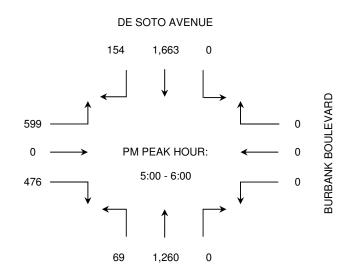


PERIOD: PM PEAK HOUR

DATE: TURSDAY June 7, 2007

15-MINUTE	WES	TBOUNE)	EAS	rboun	D	NOR	THBOUN	٧D	SOU	THBOUN	١D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
4:00 - 4:15	0	0	0	126	0	99	18	327	0	0	342	44	956
4:15 - 4:30	0	0	0	124	0	107	22	322	0	0	342	43	960
4:30 - 4:45	0	0	0	141	0	105	21	345	0	0	339	31	982
4:45 - 5:00	0	0	0	133	0	106	20	232	0	0	322	35	848
5:00 - 5:15	0	0	0	175	0	116	14	314	0	0	401	38	1,058
5:15 - 5:30	0	0	0	155	0	125	25	326	0	0	418	47	1,096
5:30 - 5:45	0	0	0	149	0	133	13	328	0	0	419	38	1,080
5:45 - 6:00	0	0	0	120	0	102	17	292	0	0	425	31	987

1-HOUR	WEST	BOUND)	EAST	BOUN	D	NOF	RTHBOUN	ID	SOU	THBOUN	١D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
4:00 - 5:00	0	0	0	524	0	417	81	1,226	0	0	1,345	153	3,746
4:15 - 5:15	0	0	0	573	0	434	77	1,213	0	0	1,404	147	3,848
4:30 - 5:30	0	0	0	604	0	452	80	1,217	0	0	1,480	151	3,984
4:45 - 5:45	0	0	0	612	0	480	72	1,200	0	0	1,560	158	4,082
5:00 - 6:00	0	0	0	599	0	476	69	1,260	0	0	1,663	154	4,221 *



CLIENT:		CRAIN & ASSOCIATES
PROJECT:		WESTFIELD WEST VALLEY II
DATE:		TUESDAY, JUNE 19, 2007
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION	N/S	DE SOTO AVENUE
	E/W	US - 101 WB ON - OFF RAMP
FILE NUMBER:		44-AM

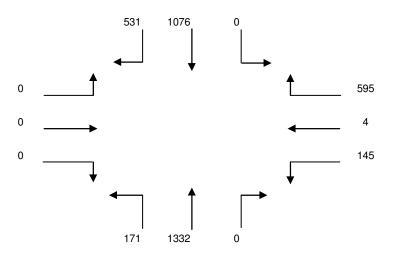
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	114	208	0	171	0	24	0	185	15	0	0	0
715-730	106	269	0	148	0	34	0	263	26	0	0	0
730-745	183	284	0	142	2	36	0	337	41	0	0	0
745-800	131	263	0	156	0	33	0	330	53	0	0	0
800-815	112	287	0	144	0	46	0	341	44	0	0	0
815-830	105	242	0	153	2	30	0	324	33	0	0	0
830-845	126	212	0	144	0	55	0	297	27	0	0	0
845-900	104	199	0	167	1	44	0	250	21	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12]
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
700-800	534	1024	0	617	2	127	0	1115	135	0	0	0	3554
715-815	532	1103	0	590	2	149	0	1271	164	0	0	0	3811
730-830	531	1076	0	595	4	145	0	1332	171	0	0	0	3854
745-845	474	1004	0	597	2	164	0	1292	157	0	0	0	3690
800-900	447	940	0	608	3	175	0	1212	125	0	0	0	3510

A.M. PEAK HOUR

US - 101 WB ON - OFF RAMP

0730-0830



DE SOTO AVENUE

CLIENT:		CRAIN & ASSOCIATES
PROJECT:		WESTFIELD WEST VALLEY II
DATE:		TUESDAY, JUNE 19, 2007
PERIOD:		04:00 PM TO 06:00 PM
INTERSECTION	N/S	DE SOTO AVENUE
	E/W	US - 101 WB ON - OFF RAMP
FILE NUMBER:		44-PM

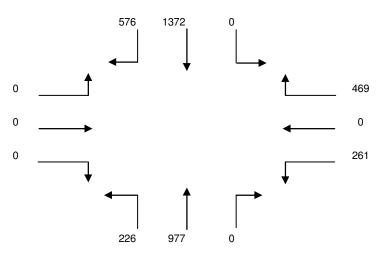
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	106	279	0	130	0	59	0	216	50	0	0	0
415-430	145	309	0	112	0	69	0	230	61	0	0	0
430-445	127	354	0	129	0	68	0	231	53	0	0	0
445-500	170	350	0	110	0	52	0	227	65	0	0	0
500-515	149	319	0	113	0	68	0	250	55	0	0	0
515-530	130	349	0	117	0	73	0	269	53	0	0	0
530-545	125	306	0	99	0	59	0	244	45	0	0	0
545-600	85	300	0	83	0	60	0	222	41	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	548	1292	0	481	0	248	0	904	229	0	0	0	3702
415-515	591	1332	0	464	0	257	0	938	234	0	0	0	3816
430-530	576	1372	0	469	0	261	0	977	226	0	0	0	3881
445-545	574	1324	0	439	0	252	0	990	218	0	0	0	3797
500-600	489	1274	0	412	0	260	0	985	194	0	0	0	3614

P.M. PEAK HOUR

US - 101 WB ON - OFF RAMP

0430-0530



DE SOTO AVENUE

CLIENT:		CRAIN & ASSOCIATES
PROJECT:		WESTFIELD WEST VALLEY II
DATE:		TUESDAY, JUNE 19, 2007
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION	N/S	DE SOTO AVENUE
	E/W	US - 101 EB ON - OFF RAMP
FILE NUMBER:		45-AM

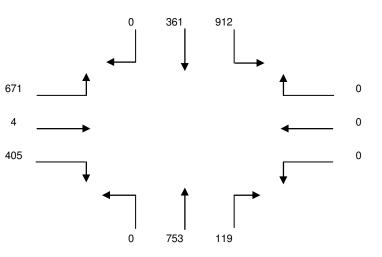
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	0	88	106	0	0	0	24	105	0	57	2	108
715-730	0	106	191	0	0	0	20	153	0	98	3	143
730-745	0	80	235	0	0	0	24	203	0	80	0	165
745-800	0	87	267	0	0	0	34	191	0	115	0	197
800-815	0	88	219	0	0	0	41	206	0	112	1	166
815-830	0	63	169	0	0	0	28	189	0	83	0	172
830-845	0	86	206	0	0	0	36	158	0	80	0	161
845-900	0	77	190	0	0	0	32	140	0	57	0	134

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
700-800	0	361	799	0	0	0	102	652	0	350	5	613	2882
715-815	0	361	912	0	0	0	119	753	0	405	4	671	3225
730-830	0	318	890	0	0	0	127	789	0	390	1	700	3215
745-845	0	324	861	0	0	0	139	744	0	390	1	696	3155
800-900	0	314	784	0	0	0	137	693	0	332	1	633	2894

A.M. PEAK HOUR

0715-0815

US - 101 EB ON - OFF RAMP



DE SOTO AVENUE

CLIENT:		CRAIN & ASSOCIATES
PROJECT:		WESTFIELD WEST VALLEY II
DATE:		TUESDAY, JUNE 19, 2007
PERIOD:		04:00 PM TO 06:00 PM
INTERSECTION	N/S	DE SOTO AVENUE
	E/W	US - 101 EB ON - OFF RAMP
FILE NUMBER:		45-PM

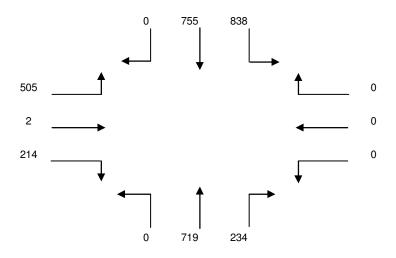
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	0	187	153	0	0	0	36	143	0	42	1	134
415-430	0	209	189	0	0	0	56	183	0	35	1	116
430-445	0	211	200	0	0	0	54	150	0	46	0	118
445-500	0	171	238	0	0	0	74	183	0	46	0	122
500-515	0	179	200	0	0	0	45	199	0	57	2	123
515-530	0	191	222	0	0	0	62	187	0	50	0	131
530-545	0	214	178	0	0	0	53	150	0	61	0	129
545-600	0	187	175	0	0	0	63	130	0	50	1	142

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	0	778	780	0	0	0	220	659	0	169	2	490	3098
415-515	0	770	827	0	0	0	229	715	0	184	3	479	3207
430-530	0	752	860	0	0	0	235	719	0	199	2	494	3261
445-545	0	755	838	0	0	0	234	719	0	214	2	505	3267
500-600	0	771	775	0	0	0	223	666	0	218	3	525	3181

P.M. PEAK HOUR

0445-0545

US - 101 EB ON - OFF RAMP



DE SOTO AVENUE

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: DE SOTO AVENUE

E/W STREET: VENTURA BOULEVARD

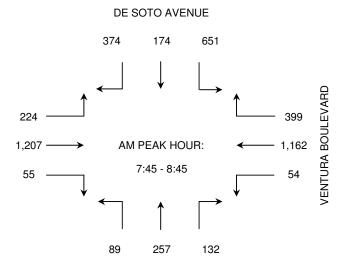
June 7, 2007

PERIOD: AM PEAK HOUR

DATE: TURSDAY

15-MINUTE	WES	STBOUN	D	EAS	TBOUN	D	NORT	THBOUN	D	SOUT	HBOUN	۱D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
7:00 - 7:15	10	112	35	41	141	5	7	28	10	54	42	59	544
7:15 - 7:30	17	163	63	44	211	9	13	42	18	102	31	64	777
7:30 - 7:45	19	226	114	54	268	16	11	50	21	125	59	74	1,037
7:45 - 8:00	14	245	125	64	365	12	38	79	42	176	58	75	1,293
8:00 - 8:15	12	293	122	58	272	17	23	91	40	180	44	107	1,259
8:15 - 8:30	14	317	83	46	307	10	13	43	26	151	37	86	1,133
8:30 - 8:45	14	307	69	56	263	16	15	44	24	144	35	106	1,093
8:45 - 9:00	11	230	77	28	206	20	20	47	27	160	51	117	994

1-HOUR	WE	STBOUN	ID	EAS	STBOUN	D	NOR	THBOUN	١D	SOU	THBOUN	١D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
7:00 - 8:00	60	746	337	203	985	42	69	199	91	457	190	272	3,651
7:15 - 8:15	62	927	424	220	1,116	54	85	262	121	583	192	320	4,366
7:30 - 8:30	59	1,081	444	222	1,212	55	85	263	129	632	198	342	4,722
7:45 - 8:45	54	1,162	399	224	1,207	55	89	257	132	651	174	374	4,778 *
8:00 - 9:00	51	1,147	351	188	1,048	63	71	225	117	635	167	416	4,479

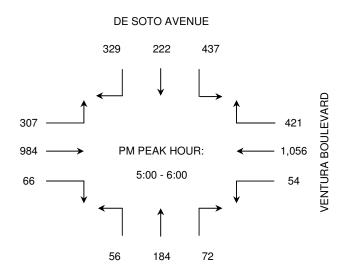


PERIOD: PM PEAK HOUR

DATE: TURSDAY June 7, 2007

15-MINUTE	WES	STBOUN	ID	EAS	TBOUN	D	NOR	THBOUI	ND	SOU	THBOUN	٧D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
4:00 - 4:15	8	243	80	72	252	14	11	50	14	125	47	79	995
4:15 - 4:30	17	225	86	55	271	9	13	58	19	155	41	109	1,058
4:30 - 4:45	11	221	91	60	221	15	23	48	26	106	47	60	929
4:45 - 5:00	12	230	93	65	236	16	15	59	21	105	34	77	963
5:00 - 5:15	11	245	113	87	250	16	16	50	18	110	43	65	1,024
5:15 - 5:30	19	269	103	82	280	19	12	44	18	110	56	67	1,079
5:30 - 5:45	15	277	112	77	255	14	16	49	15	113	60	101	1,104
5:45 - 6:00	9	265	93	61	199	17	12	41	21	104	63	96	981

1-HOUR	WE	STBOUN	ID	EAS	STBOUN	D	NOR	THBOUN	١D	SOU	THBOUN	١D	
TOTALS	L	Т	R	L	Т	R	L	Т	R	L	Т	R	TOTAL
4:00 - 5:00	48	919	350	252	980	54	62	215	80	491	169	325	3,945
4:15 - 5:15	51	921	383	267	978	56	67	215	84	476	165	311	3,974
4:30 - 5:30	53	965	400	294	987	66	66	201	83	431	180	269	3,995
4:45 - 5:45	57	1,021	421	311	1,021	65	59	202	72	438	193	310	4,170
5:00 - 6:00	54	1,056	421	307	984	66	56	184	72	437	222	329	4,188 *



N-S STREET:	Winnet	ka Ave			DATE:	3/24/20	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	US-101	. WB Rar	nps		DAY:	TUESD	AY		PRO	JECT#	09-51	.08-014	
	NC	ORTHBOU	JND	S	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	JND	
LANES:	NL 1	NT 2	NR 0	SL 0	ST 2	SR 1	EL 0	ET 0	ER 0	WL 1.3	WT .3	WR 1.3	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM	20 24 43 32 44 35 24 35	64 141 214 243 218 143 153 119			201 252 248 275 230 189 188 211	101 102 127 95 116 100 114 91				52 63 78 127 71 77 66 73	0 0 1 1 1 1 7	61 96 145 136 135 131 97 99	499 678 855 909 815 676 643 635
Total Volumes =	NL 257	NT 1295	NR 0	SL 0	ST 1794	SR 846	EL 0	ET 0	ER 0	WL 607	WT 11	WR 900	TOTAL 5710
							•			•			
AM Pea	ak Hr Be	gins at:	715	АМ									
Peak Volumes =	143	816	0	0	1005	440	0	0	0	339	2	512	3257
PEAK HR. FACTOR:		0.872			0.963			0.000			0.808		0.896
CONTROL:	Signali	zed											

N-S STREET:	Winnet	ka Ave			DATE:	3/24/20	009		LOC	ATION:	City of	Woodla	nd Hills
E-W STREET:	US-101	WB Rai	nps		DAY:	TUESD	AY		PRO	JECT#	09-5	108-014	
	NC	ORTHBO	UND	S	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBO	JND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	1	0	0	0	1.3	.3	1.3	
4:00 PM	53	192			202	63				61	0	143	714
4:15 PM	44	170			208	83				77	1	135	718
4:30 PM	50	205			161	72				72	11	134	705
4:45 PM	48	204			204	63				85	0	113	717
5:00 PM	36	203			125	36				52	3	76	531
5:15 PM	52	226			206	77				62	0	132	755
5:30 PM	57	242			192	79				79	Ő	179	828
5:45 PM	43	191			184	55				69	0 0	168	710
5.45114	-13	151			104	55				05	U	100	/10
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	383	1633	0	0	1482	528	0	0	0	557	15	1080	5678
VOLUMES -	505	1055	U	0	1102	520	Ŭ	0	U	557	15	1000	3070
	1		I				I			I		I	I
PM Pea	ak Hr Be	gins at:	400	PM									
PEAK	1							-	-	1			
VOLUMES =	195	771	0	0	775	281	0	0	0	295	12	525	2854
PEAK HR.													
FACTOR:		0.947			0.907		I	0.000			0.959		0.994
CONTROL:	Signali	zed											

N-S STREET:	Winnet	ka Ave			DATE:	3/24/2	009		LOCA	ATION:	City of	Woodla	nd Hills
E-W STREET:	US-101	. EB Ran	nps		DAY:	TUESD	AY		PROJ	IECT#	09-51	08-015	
	NC	ORTHBO	UND	SC	OUTHBOU	JND	E	ASTBOU	ND	N	/ESTBOU	IND	
LANES:	NL 0	NT 2	NR 1	SL 1	ST 2	SR <mark>0</mark>	EL 1	ET 0	ER 1	WL 0	WT 0	WR <mark>0</mark>	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM		41 80 151 168 187 94 79 99	42 47 31 53 62 34 48 54	144 129 87 108 128 101 86 101	111 184 241 291 175 163 171 179		45 83 107 105 79 81 100 54		57 65 55 45 52 63 66 49				440 588 672 770 683 536 550 536
TOTAL VOLUMES =	NL 0	NT 899	NR 371	SL 884	ST 1515	SR 0	EL 654	ET 0	ER 452	WL 0	WT 0	WR 0	TOTAL 4775
AM Pe	ak Hr Be	gins at:	715	AM									
Peak Volumes =	0	586	193	452	891	0	374	0	217	0	0	0	2713
PEAK HR. FACTOR:		0.782			0.841			0.912			0.000		0.881
CONTROL:	Signaliz	zed											

N-S STREET:	Winnet	ka Ave			DATE:	3/24/2	009		LOCA	ATION:	City of	Woodla	nd Hills
E-W STREET:	Ventura	a Blvd			DAY:	TUESD	AY		PRO	IECT#	09-51	.08-016	
	NC	RTHBO	UND	SC	OUTHBO	UND	E	ASTBOU	ND	W	/ESTBOL	IND	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	2	1	1	1	3	0	1	2	1	
4:00 PM	23	93	13	65	55	64	72	203	18	18	162	62	848
4:15 PM	19	70	7	77	63	61	62	210	27	9	192	55	852
4:30 PM	22	84	7	71	85	57	65	223	18	15	184	67	898
4:45 PM	25	88	14	60	78	59	64	184	26	17	191	54	860
5:00 PM	24	86	12	78	68	37	84	211	23	18	143	59	843
5:15 PM	24	86	9	64	66	61	62	229	28	22	197	74	922
5:30 PM	32	128	12	74	104	46	74	221	34	16	200	71	1012
5:45 PM	15	78	6	55	93	51	70	207	15	28	164	85	867
TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	184	713	80	544	612	436	553	1688	189	143	1433	527	7102
PM Pea	ak Hr Be	gins at:	500	PM									
PEAK													
VOLUMES =	95	378	39	271	331	195	290	868	100	84	704	289	3644
VOLUMES -	55	570	59	2/1	551	195	290	000	100	07	704	209	5017
PEAK HR.													
FACTOR:		0.744			0.890			0.956			0.919		0.900
	•	517 11		•	5.050		•	5.550			5.525		5.500
CONTROL:	Signaliz	ed											

APPENDIX C

INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING (2009) CONDITIONS

N/S:	C	De Soto	Ave		W/E:		Satic	oy St		I/S No:	1			
AM/PM:	AM		Comm	nents: Ex	kisting									
COUNT D	ATE:			STL	IDY DATE			G	ROWTH	FACTOR:				
Volume	e/Lane/Sig	nal Conf	iguration	s ——										
		THBOU		SC	UTHBOU		W	ESTBOUN		EA	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	124	841	120	90	1329	138	130	1080	65	106	834	78		
AMBIENT														
RELATED														
PROJECT														
TOTAL	124	841	120	90	1329	138	130	1080	65	106	834	78		
	4. Δ Z		ት የተ	4 Δ		ላ ዋን የተያ	4 Δ		ላ የተያ	4 Δ Z		ላ ዋ የተያ		
4 分 分 歳 ゆ 仲 4 分 수 歳 歳 ゆ 仲 4 分 수 歳 歳 ゆ 仲 LANE 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1														
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoPermAutoProt-FixAuto														
OIGHAL	Critical Movements Diagram													
	Movomo	nto Diog												
Critica	SouthBound A: 489													
	A:													
B: 90														
			Bound		٨		_	Bound		<u>V/C RATI</u>	<u>o i</u>	LOS		
		A:	456		Ť		A:	573		0.00 - 0.6	0	A		
		B:	106			- d	B:	130		0.61 - 0.7	0 1	В		
					NorthBour A: 4	na 81				0.71 - 0.8	0 (C		
A = Adjus B = Adjus	ted Left V		Volume	E	3: 1	24				0.81 - 0.9	0 1	D		
* = ATSA0]			0.91 - 1.0	0 1	E		
Res		South O	ritical Mo	vomanta	_ D/N/	D) . A	(C/D)							
			ical Move		•	B) + A (B) + B								
			′C = —	124	+ 489	+ 57		106	= 0.940)	LOS =	E		

N/S:		Mason A	Ave		W/E:		Satic	oy St		I/S No:	2			
AM/PM:	AM		Comm	ents: Ex	isting									
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations	s ——										
		RTHBOU			UTHBOU			ESTBOU			STBOUN			
EXISTING	LT 96	тн 798	RT 77	LT 100	тн 1135	RT 114	LT 111	тн 977	RT 82	LT 105	тн 905	RT 88		
					1									
RELATED PROJECT														
TOTAL	96	798	77	100	1135	114	111	977	82	105	905	88		
LANE SIGNAL	 I Phasin Pern 		th the test of the test of the test of test o	i i i	1 1 ng		भ ू्म 1 Phasir Pern	1 1 ng	1 1		1 1 g	小 仲 RTOR Auto		
Critica	l Movem	ents Diag	ram —											
	Critical Movements Diagram SouthBound A: 625													
				В	: 1	00								
		EastE	Bound 497		Δ		Westl	Bound 530		V/C RATI	<u>o l</u>	<u>.0S</u>		
		B:	105				B:	111		0.00 - 0.6	0 4	4		
			100		ا orthBouı	nd				0.61 - 0.7	0 E	3		
				A	-	38				0.71 - 0.8	0 0	•		
A = Adjus B = Adjus * = ATSAC	ted Left	Volume	Volume	В	:	96				0.81 - 0.9	0 [)		
- Resu							J			0.91 - 1.0	0 E			
nest		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)							
	Wes	t/East Crit	ical Move	ments	= A(W/	'B) + B	(E/B)							
		V	/C =	96	+ 625	+ 53 1500	30 +	105	= 0.904	۱	LOS =	E		

January 28, 2010 ,Thursday 12:31:46 PM

CalcaDB

N/S:	v	Vinnetka	Ave		W/E:		Satio	coy St		I/S No:	3	}		
AM/PM:	AM		Comn	nents: Ex	isting									
COUNT D	ATE:			STU	DY DATE			(GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	iguration	s ——										
		RTHBOU			UTHBOU		W	ESTBOU		EA	STBOUN			
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT		
EXISTING	104	765	114	123	1090	120	92	896	125	107	819	123		
AMBIENT														
RELATED														
PROJECT														
TOTAL	104	765	114	123	1090	120	92	896	125	107	819	123		
		^ ^ ^	N 4 N	1	~ ^ ^		1 0	~ ~ ^						
										<u>ዓ</u> ኯ ና	1 1			
LANE 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <th1< th=""> 1 1<</th1<>														
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto														
Critica	l Moveme	ents Diag	ram —											
A: 545														
				B	8: 1	23								
			Bound		٨		_	Bound		V/C RATIO	<u>o i</u>	LOS		
		A:	471		Ť		A:	511		0.00 - 0.60	0	A		
		B:	107				B:	92		0.61 - 0.70	0 1	в		
					lorthBour		1							
A = Adjus	ted Throu	ugh/Right	Volume	Δ	4:	40				0.71 - 0.80		C		
B = Adjus * = ATSAC	ted Left \			B	: 1	04				0.81 - 0.90	D I	D		
							J 			0.91 - 1.00		E		
Resu		h/South C	ritical Mo	vemente	= B(N/	′B) ⊥ ∆	(S/B)							
			tical Move		•	/B) + B								
					- <u>-</u>	-	(<i>L, D)</i> 1 +	107				_		
		V	/C =			1500	-		= 0.845	5	LOS =	D		

N/S:		De Soto	Ave		W/E:		Sherm	an Way		I/S No:	4		
AM/PM:	AM		Comn	nents: Ex	isting								
COUNT D	ATE:			STU	DY DATE			C	ROWTH	FACTOR:			
Volume	/Lane/Si	gnal Conf	iguration	s ——									
		RTHBOU			UTHBOU		W	ESTBOUN		FAST	BOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH RT		
EXISTING	80	863	87	103	1515	151	166	1106	106	90 1	1083 84		
AMBIENT													
RELATED													
PROJECT													
TOTAL	80	863	87	103	1515	151	166	1106	106	90	1083 84		
	ቁ ፚ	수	ላተን ላነ ረ	ፋ 🕁	ት 🚓	ት ሳ _{ገ ራ}		수	ᡷᡁ᠈ᡧᠯ	ቁ 🕹 수	命令を		
LANE	1	1 1			2 1		1	2 1		1 2			
	Phasi	ng I	RTOR	Phasi	ng I	RTOR	Phasi	ng l	RTOR	Phasing	RTOR		
SIGNAL	Pern	n	Auto	Pern	n	Auto	Prot-F	ix	Auto	Prot-Fix	Auto		
Critica	I Movem	ents Diag	ram	⊏s	outhBou	nd	1						
A: 555													
				в	: 1	03							
			Bound —		٨			Bound		V/C RATIO	LOS		
		A:	389		Ť		A:	404		0.00 - 0.60	Α		
		В:	90		 arthBau	a d	B:	166		0.61 - 0.70	В		
				A	lorthBour	na 75				0.71 - 0.80	С		
A = Adjus B = Adjus	ted Left	Volume	Volume	в	:	80				0.81 - 0.90	D		
* = ATSAC]			0.91 - 1.00	E		
nesi		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)						
	Wes	t/East Crit	tical Move	ements	= B(W/	/B) + A	(E/B)						
		v	/C =	80	+ 555	+ 16 1425	6 +	389	= 0.835	; L(DS = D		

AM/PM: Million Comments: Existing COUNT DATE: STUDY DATE: GROWTH FACTOR: Volume/Lane/Signal Configurations SOUTHBOUND WESTEDUIND FASTBOUND LT TH RT LT TH RT EXISTING 69 551 42 113 1079 139 95 1239 92 93 985 69 AMBIENT Image: Count of the state o	N/S:		Mason /	Ave		W/E:		Sherm	nan Way		I/S No:	5	
Volume/Lane/Signal ConfigurationsWestRouindEASTENDINGLTTHRTLTTHRTLTTHRTColspan="2">LTTHRTColspan="2">LTTHRTColspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2">Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan="2"Colspan	AM/PM:	AM		Comm	nents: Ex	cisting							
NORTHEOUNDWESTEOUNDEASTEOUNDLTTHRTLTTHRTEXISTING69551421131079139951239929398569AMBIENTImage: colspan="2">AMBIENTRELATEDImage: colspan="2">Image: colspan="2">Image: colspan="2">Image: colspan="2">Image: colspan="2">Image: colspan="2">IT HRTPROJECTImage: colspan="2">Image: colspan="2" Image: colspan="2" Image		ATE:			STU	DY DATE			C	GROWTH	FACTOR:		
LTTHRTLTTHRTLTTHRTEXISTING69551421131079139951239929398569AMBIENTImage: constraint of the state of th	Volume	e/Lane/Si	gnal Conf	iguration	s ——								
EXISTING 69 551 42 113 1079 139 95 1239 92 93 985 69 AMBIENT		NC	RTHBOU	ND	SO	UTHBOU	ND	W	/ESTBOUI	ND	EAS	TBOUN	D
AMBIENT Image: Constraint of the second	FYISTING		-		-							li c	
RELATED		09	551	42	113	1079	139	95	1239	92	93	905	09
PROJECTImage: constraint of the second state of the second s						1							
$\begin{array}{c c c c c c c c c c c c c c c c c c c $													
LANE 1 1 1 1 1 1 1 2 1 1 2 1 Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Perminic Auto SIGNAL Perm Auto Perm Auto Perm Auto Perm Auto Critical Movements Diagram SouthBound A: 609 B: 113 V/C RATIO LOS A: 351 A: 444 0.00 - 0.60 A 0.61 - 0.70 B B: 93 NorthBound A: 297 0.71 - 0.80 C A = Adjusted Through/Right Volume B: 69 0.81 - 0.90 D 0.91 - 1.00 E * = ATSAC Benefit	TOTAL	69	551	42	113	1079	139	95	1239	92	93	985	69
Critical Movements Diagram A: 609 B: 113 A: 351 B: 93 NorthBound A: A: 444 0.00 - 0.60 A 0.61 - 0.70 B A: 297 B: 95 0.71 - 0.80 C A: 297 B: 69 0.81 - 0.90 D * = ATSAC Benefit 0.91 - 1.00 Results North/South Critical Movements = North/South Critical Movements = B(N/B) West/East Critical Movements = A(W/B)		1 Phasi	1 1 ng F	RTOR	1 Phasi	1 1 ng	RTOR	1 Phasi	2 1 ing	RTOR	1 2 Phasing	1 F	RTOR
SouthBound A:SouthBound 609 B:WestBound A:V/C RATIO LOS 0.00 - 0.60LOS 0.00 - 0.60A:351 A :4440.00 - 0.60AB:93 A :4440.61 - 0.70BA = Adjusted Through/Right Volume B = Adjusted Left Volume * = ATSAC BenefitNorthBound B:0.31 - 0.90DMorth/South Critical Movements =B(N/B) + A(S/B) West/East Critical Movements =A(W/B) + B(E/B)													
A: 351 A: 444 $0.00 - 0.60$ AB: 93 A: 444 $0.00 - 0.60$ AB: 95 $0.61 - 0.70$ BA: 297 $0.71 - 0.80$ CB: 69 $0.81 - 0.90$ D* = ATSAC Benefit $0.91 - 1.00$ ENorth/South Critical Movements = $B(N/B) + A(S/B)$ West/East Critical Movements = $A(W/B) + B(E/B)$	Critica	I Movem	ents Diag	ram ——	4	.: 6	i09						
B: 93 $B:$ 95 $0.00 - 0.60$ A $B:$ 93 $B:$ 95 $0.61 - 0.70$ B $A = Adjusted Through/Right VolumeB = Adjusted Left Volume* = ATSAC BenefitA:2970.71 - 0.80CB:690.81 - 0.90DA = Adjusted Left VolumeB:0.91 - 1.00EB:0.91 - 1.00EMorth/South Critical Movements = B(N/B) + A(S/B)West/East Critical Movements = A(W/B) + B(E/B)$						٨					V/C RATIO	<u>)</u>	<u>os</u>
A = Adjusted Through/Right Volume NorthBound 0.61 - 0.70 B A = Adjusted Through/Right Volume A: 297 0.71 - 0.80 C B = Adjusted Left Volume B: 69 0.81 - 0.90 D * = ATSAC Benefit 0.91 - 1.00 E Results North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + B(E/B)						Ť					0.00 - 0.60) A	
A = Adjusted Through/Right Volume A: 297 0.71 - 0.80 C B = Adjusted Left Volume B: 69 0.81 - 0.90 D * = ATSAC Benefit 0.91 - 1.00 E Results North/South Critical Movements = B(N/B) + A(S/B) 0.91 - 1.00 E West/East Critical Movements = A(W/B) + B(E/B) B(E/B) 0.71 - 0.80 C			D.	32		 		D.	90		0.61 - 0.70	в	
B = Adjusted Left Volume B: 69 0.81 - 0.90 D * = ATSAC Benefit 0.91 - 1.00 E — Results											0.71 - 0.80	c c	
Results O.91 - 1.00 E North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + B(E/B)	B = Adjus	ted Left	Volume	volume	E	8:	69				0.81 - 0.90	D	1
North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + B(E/B)								J			0.91 - 1.00	E	
$V/C = \frac{69 + 609 + 444 + 93}{1500} = 0.810$ LOS = D	- Kes	Nort	t/East Crit	ical Move		= A(W/ + 609	/B) + B + 44	(E/B)	93	= 0.810) L	-0S =	 D

N/S:	1	Vinnetka	Ave		W/E:		Sherma	an Way		I/S No:	6		
AM/PM:	AM		Comm	ents: Ex	isting								
COUNT D	ATE:			STU	DY DATE	:		C	BROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	igurations	;									
		RTHBOU			UTHBOU			ESTBOUN			STBOUN		
EXISTING AMBIENT	LT 96	тн 752	RT 88	LT 112	тн 1214	вт 115	LT 141	тн 1104	RT 187	LT 118	тн 906	RT 138	
RELATED					 								
TOTAL	96	752	88	112	1214	115	141	1104	187	118	906	138	
LANE SIGNAL	I → Phasin		。		2 ng	Ì I I RTOR Auto	ी ॄे 1 Phasir Prot-F	2 1 ng I	1 1		2 1 g	户 仲 RTOR Auto	
Critical Movements Diagram SouthBound A: 607 B: 112 EastBound V/C RATIO A: 348													
			Sound 348		Ą		_						
		B:	118				В:	141		0.00 - 0.6 0.61 - 0.7		A B	
				N A	lorthBour	nd 20	1			0.71 - 0.8			
A = Adjus B = Adjus * = ATSAC	ted Left	Volume	Volume	В	:	96				0.81 - 0.9	0 [D	
= ATSAC							J			0.91 - 1.0	0 E	E	
Kest	Nort	h/South C t/East Crit				B) + A ′B) + B	(S/B) (E/B)						
		V	C = —	96	+ 607	+ 43 1375	30 +	118	= 0.910)	LOS =	E	

N/S:		De Soto	Ave		W/E:		Vanov	wen St		I/S No:	7	7		
AM/PM:	AM		Comm	nents: Ex	xisting									
COUNT D	ATE:			STL	JDY DATE			0	GROWTH	FACTOR:				
Volume	/Lane/Sig	anal Conf	iguration	s ——										
		RTHBOU	<u> </u>		DUTHBOU		W	ESTBOU		EA	STBOU			
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT		
EXISTING	47	843	100	118	1214	173	198	1064	110	73	940	69		
AMBIENT														
RELATED														
PROJECT														
TOTAL	47	843	100	118	1214	173	198	1064	110	73	940	69		
	<pre></pre>													
り 分 分 浜 谷 学 学 り 分 子 浜 氏 序 学 り 分 子 浜 氏 序 学 り 子 浜 氏 序 学 り 子 浜 氏 序 学 り 子 浜 氏 序 学 り 子 浜 氏 序 学 り 子 浜 氏 序 学 り か 子 子 浜 氏 序 学 り か 子 子 浜 氏 序 学 り か 子 子 浜 氏 序 学 り か か 子 子 浜 氏 序 か り か 子 子 浜 氏 序 や り か か か 子 子 浜 氏 序 か り か か か 子 子 浜 氏 ア か り か か か か か か か か か か か か か か か か か														
<u> </u>														
Critica	Critical Movements Diagram SouthBound A: 462													
A: 462														
B: 118														
			Bound —		Λ		Westl	Bound 532		V/C RAT	<u>10</u>	LOS		
		A:	470		Ť					0.00 - 0.6	0	Α		
		В:	73				B:	198		0.61 - 0.7	0	В		
					NorthBour A: 4	nd 72				0.71 - 0.8	0	с		
A = Adjus B = Adjus			Volume	E	B: 4	47				0.81 - 0.9	0	D		
* = ATSA(<u>.</u>		J			0.91 - 1.0	0	E		
Res														
			ritical Mo		·	B) + B (B) + A								
			/C =	472	+ 118	+ 19		470	= 0.915	i	LOS =	E		

N/S:		Mason /	Ave		W/E:		Vanov	wen St		I/S No:	8			
AM/PM:	AM		Comm	ents: Ex	kisting									
COUNT D	ATE:			STL	IDY DATE	E:		G	ROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration											
		RTHBOU			UTHBOL		W	ESTBOUN		EAG	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	29	355	45	85	991	194	150	1050	90	121	893	78		
AMBIENT														
RELATED														
PROJECT														
TOTAL	29	355	45	85	991	194	150	1050	90	121	893	78		
		~ ~ ~			$\wedge \wedge /$		4 ^	^ ^ ^						
			; pr vpr					1 1		५ ∂ ↑				
LANE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1														
	Phasi	ng F	RTOR	Phasi	ng	RTOR	Phasii	ng l	RTOR	Phasing	9	RTOR		
SIGNAL														
Critica	I Movem	ents Diag	ram —		CouthPou	und	-							
	A: 593													
	A: 593 B: 85													
		- Faat	Bound —			00	Weet	Bound —						
		A:	486		Ą		A:	570		V/C RATIO	<u>ı c</u>	<u>LOS</u>		
		B:	121				B:	150		0.00 - 0.60		4		
		<u></u> .	121		lant Di			130		0.61 - 0.70)	В		
					NorthBou	na 200				0.71 - 0.80) (C		
A = Adjus B = Adjus			Volume	F		29				0.81 - 0.90) [D		
* = ATSAC					· [0.91 - 1.00		E		
Res	ults —													
	Nort	h/South C	ritical Mo	vements	= B(N	/B) + A	(S/B)							
	Wes	t/East Crit	ical Move		•	//B) + B								
		V	/C = —	29	+ 593		70 +	121	= 0.875	; I	LOS =	D		
						1500								

N/S:	I	Winnetka	Ave		W/E:		Vanov	ven St		I/S No:	9				
AM/PM:	AM		Comm	nents: Ex	isting										
COUNT D	ATE:			STU	DY DATE			C	GROWTH	FACTOR:					
Volume	e/Lane/Si	gnal Conf	iguration	s ———											
		RTHBOU	_		UTHBOU		WE	STBOU		FA	STBOUN				
	LT	TH	RT	LT	TH	RT	LT	ТН	RT	LT	TH	RT			
EXISTING	86	652	97	108	1184	133	113	977	92	65	776	81			
AMBIENT															
RELATED															
PROJECT															
TOTAL	86	652	97	108	1184	133	113	977	92	65	776	81			
	ፋ 순	수 슈 슈	ረተን ላካ ነ	<u>ዓ</u>	ት ኡ ት	ረጉን ላ ^ገ ×	ፋ ዯ	ት	ረተን ላካ 🖌	_{ዓ ቆ} ታ ና					
LANE	1	1			1 1			1 1			۲ ۲۲ ۱ I I				
	Phasi	ng l	RTOR	Phasir	ng l	RTOR	Phasir	ng l	RTOR	Phasing	g I	RTOR			
SIGNAL	Prot-F	ix	Auto	Prot-F	ix	Auto	Perm	۱	Auto	Perm		Auto			
Critica	I Movem	ents Diag	ram —		authDau										
	Critical Movements Diagram SouthBound A: 659														
				в	: 1	08									
			Bound		٨			Bound		V/C RATIO	<u>0 L</u>	<u>_OS</u>			
			429		Ť		A:	535		0.00 - 0.6	о <i>и</i>	4			
		B:	65		 orthBou	ad	B:	113		0.61 - 0.70) E	3			
				A		75				0.71 - 0.8	o (c			
A = Adjus B = Adjus	ted Left	Volume	Volume	В	:	86				0.81 - 0.90) [ס			
* = ATSAC							J			0.91 - 1.00) E	E			
Res		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)								
	Wes	t/East Crit	tical Move	ments :	-	/B) + B	. ,								
		V	/C =	86	+ 659	+ 53 1425	95 +	65	= 0.944		LOS =	E			

N/S:	N/S: Shoup Ave W/E: Victory Bl I/S No: 10											
AM/PM:	AM		Comm	nents: Ex	isting							
					STUDY DATE: GROWTH FACTOR:							
Volume	e/Lane/Si	gnal Conf	iguration	s ———								
		RTHBOU			UTHBOU		W	STBOU		EAG	STBOUN	
	LT	TH	RT	LT	TH	RT	LT TH RT			LT TH RT		
EXISTING	99	704	47	128	1269	73	101	722	79	97	892	260
AMBIENT												
RELATED												
PROJECT												
TOTAL	99	704	47	128	1269	73	101	722	79	97	892	260
											የተ	
LANE	1	1 1			1 1			1 1		1 1	i i	
	Phasi	ng F	RTOR	Phasir	ng I	RTOR	Phasir	ng l	RTOR	Phasing	9	RTOR
SIGNAL	Pern	n	Auto	Perm	1	Auto	Perm	ו	Auto	Perm		Auto
Critica	INOVEM	ents Diag	ram	ГS	outhBou	nd	1					
				A	: 6	71						
				В	: 1	28						
			Bound		٨			Bound		V/C RATIO	<u>2</u>	<u>_OS</u>
		A:	576 97		Ť		A: 401			0.00 - 0.60		4
		D.	31		ا orthBouı	ad	B: 101			0.61 - 0.70) E	3
				A		76				0.71 - 0.80) (C
A = Adjus B = Adjus	ted Left	Volume	volume	В	:	99				0.81 - 0.90) [ס
* = ATSA							J			0.91 - 1.00) E	E
nes		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)					
	Wes	t/East Crit	ical Move	ements :	-	-						
		V	/C =	99	+ 671	+ 10 1500)1 +	576	= 0.965	; 1	LOS =	E

January 28, 2010 ,Thursday 12:31:46 PM

CalcaDB

N/S:	N/S: Topanga Canyon BI W/E: Victory BI I/S No: 11												
AM/PM:	AM	Comm	nents: Ex	isting									
COUNT D	ATE:	STU	STUDY DATE: GROWTH FACTOR:										
voiume	e/Lane/Signal												
				UTHBOU TH	ND RT	LT	ESTBOU TH	RT	EASTBOUND				
EXISTING AMBIENT	128 79		165	1325	102	211	628	115	· · · · · · · · · · · · · · · · · · ·	936 117			
RELATED PROJECT													
TOTAL	128 79	9 193	165	1325	102	211	628	115	65	936 117			
LANE	 4												
	Phasing	RTOR	Phasi	ng l	RTOR	Phasii	ng	RTOR	Phasing	RTOR			
SIGNAL	Prot-Fix	Auto	Prot-F	ix	Auto	Prot-F	-ix	OLA	Prot-Fix	Auto			
Critica	I Movements I	Diagram ——											
		5	S A	outhBoui	nd 76]							
			В	: 1	65								
		astBound — : 351		Ą		WestBound A: 314			V/C RATIO	LOS			
	В					B: 116			0.00 - 0.60	Α			
			N	lorthBour	nd	1			0.61 - 0.70	В			
	ted Through/F		A	L	31				0.71 - 0.80	C			
B = Adjusted Left Volume B: 128 0.81 - 0.90 D * = ATSAC Benefit								DE					
	ults								0.91 - 1.00	E			
		th Critical Mo		·	-								
	West/East	t Critical Move		= B(W/ + 476	′B) + A + 11		351						
		V/C =	120		1375			= 0.779) L(OS = C			

CalcaDB January 28, 2

N/S:	N/S: Canoga Ave W/E: Victory BI I/S No: 12												
AM/PM:	AM		Comn	nents: E	xisting								
COUNT D	COUNT DATE: GROWTH FACTOR:												
Volume	/Lane/Si	gnal Conf	iguration	s —									
		RTHBOU			OUTHBOU		W	ESTBOU		ΕΔ	STBOU		
	LT	TH	RT	LT	ТН	RT	LT TH RT			LT	RT		
EXISTING	79	794	94	131	1091	77	220	963	63	79	853	137	
AMBIENT													
RELATED													
PROJECT													
TOTAL	79	794	94	131	1091	77	220	963	63	79 853 137			
	6 Δ		ት ተ	4 Δ		ላ ት ሌ	4 Δ		۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲	4 Δ Z		۲.۰.۵ (۲.۰.۵ ۲.۰.۵ (۲.۰.۵)	
LANE	4 命令命令命令命令命令命令命令命令命令命令命令命令命令命令。 4 命令命令命令命令命令命令。 1 2 1 1 2 1 1 3 1												
	Phasi	ng F	RTOR	Phas	ing	RTOR	Phasi	ng	RTOR	Phasin	a	RTOR	
SIGNAL	Prot-F	•	Auto	Prot-		Auto	Prot-F		OLA	Prot-F	-	OLA	
Critica	l Movem	ents Diag	ram ——										
		g	••••	Ľ	SouthBou	nd	1						
					A: 3	189							
					B: 1	31							
		EastE	Bound <u>2</u> 84		Λ		West	Bound 321		<u>V/C RATI</u>	0	<u>LOS</u>	
		B:	79		T		B:	220		0.00 - 0.6	0	Α	
		В.	19				В.	220		0.61 - 0.7	0	В	
					NorthBou A: 2	na 296				0.71 - 0.8	0	с	
A = Adjus B = Adjus	ted Left	Volume	Volume		B:	79				0.81 - 0.9	0	D	
* = ATSA0]			0.91 - 1.0	0	E	
Res		h/0			D/M		(C/D)						
		h/South C t/East Crit			•	′B) + A /B) + A	(S/B) (E/B)						
				79	+ 389	+ 22	20 +	284	= 0.707	,	LOS =	С	
	$V/C = \frac{1375}{1375} = 0.707$ LOS = C												

CalcaDB Janu

N/S: De Soto Ave W/E: Victory BI I/S No: 13													
AM/PM:	AM/PM: AM Comments: Existing												
COUNT D	COUNT DATE: GROWTH FACTOR:												
Volume	e/Lane/Si	gnal Conf	iguration	s ——									
		RTHBOU			UTHBOU		W	ESTBOUN		EA	STBOUN		
	LT	ТН	RT	LT	ТН	RT	LT TH RT			LT	RT		
EXISTING	61	742	140	80	1286	174	482	1296	96	72	963	47	
AMBIENT													
RELATED													
PROJECT													
TOTAL	61	742	140	80	1286	174	482	1296	96	72	963	47	
	1 A	~ ~ ~		1	~ ~ ~		1	~ ~ ~		1 ~ ~	~ ^ ^	N 4 N	
										<u>ዓ</u> ፈን ረ			
LANE	1	2 1		1	2 1		2	3	1	2	2 1		
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
SIGNAL	Prot-F	ix	Auto	Prot-I	Fix	Auto	Prot-F	ix <	none>	Prot-F	ix	Auto	
Critica	l Movem	ents Diag	ram —				_						
					outhBou	na 87							
					L	80							
						80							
		EastE	Bound 337		Δ		West	Bound 432		V/C RATI	<u>o i</u>	LOS	
					T			-		0.00 - 0.6	0	A	
		В:	40		I		B:	265		0.61 - 0.7	0 1	В	
					lorthBour	nd 94	1			0.71 - 0.8	0 0	С	
A = Adjus			Volume									D	
B = Adjus * = ATSAC					3:	61				0.81 - 0.9			
	ults —									0.91 - 1.0	0	E	
		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)						
	Wes	t/East Crit	tical Move	ements	= B(W/	/B) + A	(E/B)						
		v	/C = —	61	+ 487	+ 26	65 +	337	= 0.836		LOS =	D	
		V			1	1375			= 0.030	·		-	

N/S: Mason Ave W/E: Victory Bl I/S No: 14														
AM/PM:	AM		Comm	ents: Ex	isting									
					STUDY DATE: GROWTH FACTOR:									
Volume	e/Lane/Si	gnal Conf	igurations	. —										
	NO	RTHBOU	ND	SO	SOUTHBOUND					UND				
EVIOTINO	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH RT			
EXISTING	56	60	30	342	305	610	131	1389	106	179 1	1304 188			
AMBIENT RELATED					1									
PROJECT														
TOTAL	56	60	30	342	305	610	131	1389	106	179 1	1304 188			
LANE SIGNAL		1 1 ng 1			1	À I ⁰ III 2 RTOR none>		3	}	 I Phasing Prot-Fix 	☆ ☆ ♪ 钟 1 RTOR ▲ Auto			
Critica	I Movem	ents Diag		S A B	L	nd 136]							
		EastE	Bound 435		Д		A:	Bound 463		V/C RATIO	LOS			
		B:	179				B:	131		0.00 - 0.60	Α			
					IorthBou	nd				0.61 - 0.70	В			
				A		45				0.71 - 0.80	С			
A = Adjus B = Adjus	ted Left	Volume	Volume	в	:	56				0.81 - 0.90	D			
* = ATSA(]			0.91 - 1.00	E			
Res	$\frac{0.91 - 1.00 \text{ E}}{0.91 - 1.00 \text{ E}}$ North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + B(E/B) $\frac{56 + 336 + 463 + 179}{1375} = 0.752 \text{ LOS} = C$													

CalcaDB January 28, 20

N/S: Winnetka Ave W/E: Victory BI I/S No: 15														
AM/PM:	AM		Comm	ents: Ex	isting									
COUNT D	ATE:			STU	STUDY DATE: GROWTH FACTOR:									
Volume	/Lane/Si	gnal Conf	igurations	, ——										
	NO	RTHBOU		SO	SOUTHBOUND WESTBOUND					FΔ	EASTBOUND			
	LT	ТН	RT	LT	T TH RT LT			TH	RT	LT TH		RT		
EXISTING	121	785	188	217	1035	225	312	1455	66	60	1190	226		
RELATED PROJECT														
TOTAL	121	785	188	217	1035	225	312	1455	66	60	1190	226		
				L		, <u> </u>		1			I			
LANE	ी कि 1 ■	← 余 代 1 1	ት ^የ የ		← 余 行 2 1	δ ₁ β δ ₁ δ			1 1		← 余 代 2 1	<u>гр фђ</u>		
		<u> </u>	RTOR			RTOR		I	RTOR		I	RTOR		
SIGNAL	Phasin Prot-F		Auto	Phasin Prot-F		Auto	Phasir Prot-F		Auto	Phasin Prot-F		Auto		
Critica	l Movem	ents Diag	ram ——											
		Ū		۲s	outhBou	nd	1							
				A	.: 4	20								
				В	: 2	17								
		EastE	Bound 472		Δ		Westl	Bound 507		V/C RATI	<u>lo I</u>	<u>_OS</u>		
		B:	60				B:	312		0.00 - 0.6	i0 /	4		
				<u> </u>	' IorthBour	nd	1			0.61 - 0.7	'0 I	3		
	tod Thur	uab/D:	Valuesa	A		87				0.71 - 0.8	0 0	0		
A = Adjus B = Adjus * = ATSAC	ted Left V	Volume	volume	В	: 1	21				0.81 - 0.9	0 1	C		
e a i SAC							J			0.91 - 1.0	0 1	E		
nest		h/South C	critical Mo	vements	= A(N/	B) + B	(S/B)							
	West	t/East Crit	tical Move	ments	= B(W/	′B) + A	(E/B)							
		V	/C =	487	+ 217	+ 31	12 +	472	= 1.082	2	LOS =	F		

N/S:	Topha	m St		W/E:		Victo	ory Bl		I/S No:	16			
AM/PM:	AM	Comm	ents: Exis	sting									
COUNT D	ATE:		STUD	Y DATI	E:		C	BROWTH	FACTOR:				
Volume	/Lane/Signal Co	nfigurations											
	NORTHBO	-		THBOL		14/	ESTBOU		EACT	BOUND			
		RT	LT	ТН	RT	LT	TH	RT		TH RT			
EXISTING	364 0	5	0	0	0	0	1882	0		166 428			
AMBIENT													
RELATED													
PROJECT													
TOTAL	364 0	5	0	0	0	0	1882	0	0 1	166 428			
	<u> </u>	ት ሳ (}	<u> </u>		ᡩ᠂ᡥ᠂ᡧᡟ	<u> </u>		مله ما ق		\$\$ \$ P \$P			
LANE	1	1					2		2	1			
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
SIGNAL	Prot-Fix	<none></none>	Prot-Fi	x	Auto	Perr	n	Auto	Perm	OLA			
Critica	I Movements Dia	gram ——											
				uthBou]							
			A:		0								
			В:		0								
		tBound	 	٨		West	Bound 941		V/C RATIO	LOS			
	A:	583		Ť					0.00 - 0.60	Α			
	B:	0	<u> </u>			B:	0		0.61 - 0.70	В			
			A:	rthBou	5				0.71 - 0.80	с			
B = Adjus	ted Through/Rig ted Left Volume	ht Volume	в:		364				0.81 - 0.90	D			
* = ATSAC						J			0.91 - 1.00	E			
				D /11		(C/D)							
	North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + B(E/B)												
		V/C =	<u>364</u> +	0	+ 94 1425		0	= 0.916	i LC	IS = E			

N/S:	C	Corbin A	ve		W/E:		Victo	ory Bl		I/S No:	17
AM/PM:	AM		Comm	ents: Ex	isting						
COUNT D	ATE:			STU	DY DATE			(GROWTH	FACTOR:	
Volume	e/Lane/Sigr	nal Confi	gurations	;							
	NOR	THBOUN		SO	UTHBOU		W	ESTBOU			BOUND
EXISTING	LT 35	тн 589	RT 90	LT 163	тн 784	RT 309	LT 167	тн 1517	вт 154		TH RT 987 15
AMBIENT		000									
RELATED											
PROJECT											
TOTAL	35	589	90	163	784	309	167	1517	154	93 9	987 15
LANE	4				수 余 行 1 │ │ 1		\$\ {₽ 1			ी क्रि कि	
			<u> </u>					J			
	Phasing		TOR	Phasi		RTOR	Phasi		RTOR	Phasing	RTOR
SIGNAL	Perm		Auto	Pern	1	Auto	Perr	n	Auto	Perm	Auto
	l Movemer	te Diag	·								
Cilica	inovenier	its Diagi	am	∟s	outhBou	nd	1				
				A	: 5	47					
				В	: 1	63					
	[EastB	ound 501		Δ		West	Bound 836		V/C RATIO	LOS
		B:	93		Ť		B:	167		0.00 - 0.60	Α
			~~~		। orthBou	nd				0.61 - 0.70	В
				A		340				0.71 - 0.80	С
B = Adjus	ted Throug		Volume	В	:	35				0.81 - 0.90	D
* = ATSA0							J			0.91 - 1.00	E
Res		South C	ritical Mo	vements	= B(N/	′B) + A	(S/B)				
			ical Move		•	/B) + B					
		<b>V</b> /	C = —	35	+ 547	+ 83	36 +	93	₌ 1.007	LC	9S = F

N/S:		Tampa /	Ave		W/E:		Victo	ory Bl		I/S No:	18	}
AM/PM:	AM		Comn	nents: E	xisting							
COUNT D	ATE:			STI	JDY DATE			G	ROWTH	FACTOR:		
Volume	/Lane/Sid	anal Conf	iguration	s —								
		RTHBOU	-		OUTHBOU		w	ESTBOUN		EAG	TBOUN	
		ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT
EXISTING	92	690	107	261	1138	225	80	1414	87	56	1310	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	92	690	107	261	1138	225	80	1414	87	56	1310	43
		$\wedge \wedge \wedge$			~ ~ ~			$\wedge \wedge \wedge$		4 ^ ^		4.5 4.
LANE		^十	5   ¹   1	੫ _ਉ 1	Τ _Φ τ 2		יי עד <b>1</b> ו	十一番 1 1		५     ₽     ↑       1     1		
		II						I I				
	Phasir	<u> </u>	RTOR	Phas		RTOR	Phasi		RTOR	Phasing		RTOR
SIGNAL	Prot-F	IX	Auto	Prot-	FIX	Auto	Pern	n	Auto	Perm		Auto
Critica	I WOVEME	ents Diag	ram		SouthBou	nd	1					
						69						
					B: 2	61						
		EastE	Bound —		٨		West	Bound		V/C RATIO	<u>)</u> <u>L</u>	<u>.0S</u>
		A:	677		Ц Ц		A:	751		0.00 - 0.60	Δ	
		B:	56				В:	80		0.61 - 0.70		3
					NorthBour		1		]	0.71 - 0.80		
A = Adjus			Volume			45						
B = Adjus * = ATSA0		/olume			B:	92				0.81 - 0.90		
							<b>_</b>			0.91 - 1.00	) E	
		h/South C	ritical Mo	vements	s = B(N/	B) + A	(S/B)					
	West/East Critical Movements = A(W/B) + B(E/B)											
		V	/C = —	92	+ 569	+ 75 1425	51 +	56	= 1.030	) I	_OS =	F

N/S:		Wilbur A	lve		W/E:		Victo	ory Bl		I/S No:	19	)
AM/PM:	AM		Comm	ients: Ex	isting							
COUNT D	ATE:			STU	DY DATE			C	GROWTH	FACTOR:		
Volume	/Lane/Si	gnal Conf	igurations	s —								
	NC	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOUN	ND	EAS	STBOUN	D
EXISTING	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
AMBIENT	66	564	93	161	1162	158	73	1493	105	58	1511	115
RELATED												
PROJECT												
TOTAL	66	564	93	161	1162	158	73	1493	105	58	1511	115
LANE SIGNAL	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR											
Critica	l Movem	ents Diagi	ram —									
				S A B		61						
			Bound		٨		_	Bound		V/C RATIO	<u>0 L</u>	<u>.0S</u>
		A:	813		Ť		A:	799		0.00 - 0.60	0 4	
		В:	58		I		B:	73		0.61 - 0.70	0 E	3
					orthBour : 3	nd 29				0.71 - 0.80	o c	;
A = Adjus B = Adjus	ted Left	Volume	Volume	в		6				0.81 - 0.90	0 C	)
* = ATSAC							J			0.91 - 1.00	0 E	
Resu		h/South C	ritical Mo	vemente	= <b>B</b> (N/	B) ⊥ ∆	(S/B)					
	North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = B(W/B) + A(E/B)											
			с =   —		+ 660	+ 7 1500		813	= 1.075	5	LOS =	F

N/S:		Reseda	BI		W/E:		Victo	ory Bl		I/S No:	20	)
AM/PM:	AM		Comn	nents: Ex	cisting							
COUNT D	ATE:			STU	IDY DATE	•		0	BROWTH	FACTOR:		
Volume	/Lane/Si	gnal Conf	iguration	s								
	NO	RTHBOU		SC	UTHBOU		W	ESTBOUN		FA	STBOUN	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	70	733	118	103	1000	168	92	1374	108	102	1667	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	733	118	103	1000	168	92	1374	108	102	1667	68
		~ ^ ^			$\wedge \wedge \wedge$		λΛ	$\wedge \wedge \wedge$		4	$\wedge \wedge \wedge$	
4     2     3     6     4     2     2     4     4     2     4     6     4     6     6     6     6     6     6     6     6     6     6     6     6     6     6     7     6     6     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7 <th7< th="">     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     7     <th7< th=""> <th7< th="">     7     7     7</th7<></th7<></th7<>												
LANE     1     1     1     1     1     2     1     1     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR												
SIGNAL	Prot-F	<u> </u>	Auto	Prot-I		Auto	Prot-F		Auto	Prot-F	<u> </u>	Auto
SIGNAL	FIOI-I		Auto	FIOU	IA	Auto	FIOL		Auto	FIOL		Auto
	Mayam	anta Dia a										
Critica	iwovern	ents Diag	ram	۳s	outhBou	nd	1					
				4	. 5	84						
				E	8: 1	03						
			Bound		٨		_	Bound		V/C RAT	<u>io i</u>	LOS
			578		Ť		A:	687		0.00 - 0.6	50 <i>I</i>	A
		В:	102		 		B:	92		0.61 - 0.7	'0 I	В
					lorthBour	nd 26			_	0.71 - 0.8	30 (	C
A = Adjus B = Adjus			Volume	E	B:	70				0.81 - 0.9	00 I	D
* = ATSAC					L		]			0.91 - 1.0	)0 I	E
Resi												
	North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + B(E/B)											
	70 + 584 + 687 + 102											
		V	/C =		1	1375			= 1.049		LOS =	r

N/S:		De Soto			W/E:		El Rano	cho Dr		I/S No:	2-	I
AM/PM:	AM		Comn	nents: E	xisting							
COUNT D	ATE:			STI	JDY DATE				GROWTH	FACTOR:		
Volume	/Lane/Si	gnal Conf	iguration	s								
	NO	RTHBOU		S	OUTHBOU		WE	STBOU		F۵۹	TBOUN	
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT
EXISTING	2	1586	127	44	2282	0	13	0	28	2	0	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	1586	127	44	2282	0	13	0	28	2	0	2
		~ ~ ~	<u> </u>		~ ~ ~		4 ^ /	~ ~ ^		4 ^ ^		
LANE	ਪ (ਸ 1	^十 孫 孫 2   1	, n n n	ਾ ਉੱ <b>1</b>	イ 研 て 2   1		יקדי <b>ו</b>			५ ☆ 수 1	ें 🕀 पि     <b>1</b>	
		<u> </u>										
	Phasi	ng F	RTOR	Phas	ing	RTOR	Phasin	ig	RTOR	Phasing	]	RTOR
SIGNAL	Pern	n	Auto	Per	m	Auto	Perm	1	Auto	Perm	<	none>
Critica	I Movem	ents Diag	ram —		CouthBou	n d						
					SouthBou	na '61						
					L	44						
					D. 4	+4						
		EastE	Bound 2		Δ		WestE	Bound 28		V/C RATIO	<u>)</u> <u>I</u>	<u>_OS</u>
					T					0.00 - 0.60	) /	4
		В:	2			_	B:	13		0.61 - 0.70	) I	3
					NorthBoui A: 5	nd 571				0.71 - 0.80	) (	0
A = Adjus			Volume							0.81 - 0.90		)
B = Adjus * = ATSAC					B:	2						
	ults —									0.91 - 1.00		
	North/South Critical Movements = B(N/B) + A(S/B)											
	West/East Critical Movements = A(W/B) + B(E/B)											
		v	/C = —	2	+ 761	+ 2	8 +	2	= 0.529	) I	_OS =	Α
		v	-		-	1500			_ 0.020			

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## CalcaDB

N/S:		De Soto	Ave		W/E:		Erwi	n St		I/S No:	22	
AM/PM:	AM		Comn	nents: Ex	isting							
COUNT D	ATE:			STU	DY DATE				GROWTH	FACTOR:		
Volume	/Lane/Si	gnal Conf	iguration	s ——								
	NO	RTHBOU		SO	UTHBOU	ND	WF	STBOU	ND	FAST	BOUND	
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH RT	
EXISTING	151	1299	5	24	2077	156	18	10	21	22	2 137	
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	1299	5	24	2077	156	18	10	21	22	2 137	
	ፋ 순	<u>ት                                   </u>	ርሶ ሳተን	ନ	수 쇼 숙	እ _በ ን የተን	<u>ዓ</u> ረት 4	수	ት ሌ ላት	\$ ፚ ት	ት ት ት	
LANE	1	2 1			2 1			1	γ	1		
	Phasi	ng F	RTOR	Phasi	ng l	RTOR	Phasin	ıg	RTOR	Phasing	RTOR	
SIGNAL	Pern	n .	Auto	Pern	n	Auto	Split		Auto	Split	Auto	
Critica	I Movem	ents Diag	ram —		outhBou	nd						
				A		44						
				В	3: 2	24						
		EastE	Bound —				WestE	Bound		V/C RATIO	LOS	
		A:	70		Υ Τ		A:	49		0.00 - 0.60	Α	
		В:	22		I		B:	18		0.61 - 0.70	В	
					lorthBour	nd 35				0.71 - 0.80	С	
A = Adjus B = Adjus			Volume	В		51				0.81 - 0.90	D	
* = ATSAC	C Benefit				L		J			0.91 - 1.00	E	
Res		h/Couth O		vomente	_ D/N/	D) . A	(C/D)					
	North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + A(E/B)											
		V	/C = —	151	+ 744	+ 4 1425	. ,	70	= 0.71 <b>2</b>	L.	DS = C	

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## CalcaDB

N/S:	Winnetk	a Ave		W/E:	B	rahma Dr	/Calvert	St	I/S No:	2	3		
AM/PM:	AM	Comm	ents: Ex	isting									
COUNT D	ATE:		STU	DY DATE	i:		(	GROWTH	FACTOR:				
Volume	/Lane/Signal Cor	nfigurations	,										
		_		UTHBOU		WE	STBOU		FAS	TBOU			
	LT TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	184 989	0	4	1181	182	49	22	64	47	0	43		
AMBIENT													
RELATED													
PROJECT													
TOTAL	184 989	0	4	1181	182	49	22	64	47	0	43		
	_ዓ ዮ ዮ ሒ '	ት ሌ <del>ት</del>	\$ 🔶	4 <u>4</u> 4	⟨π} ⟨n ¢	<u>ዓ</u> ረ	4 <u>4</u> 4	<u></u> Ан} 4п 4	6 A A	·	ር የት ላት ይ		
LANE	1 2			2	<b>1</b>	1	· (++) ·		2		<b>1</b>		
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
SIGNAL									-	<b>,</b> [	1		
JIGINAL	SIGNAL     Prot-Fix <none>     Perm     OLA     Split     Auto     Split     Auto</none>												
	I Movements Dia	aram —											
Ontica		gram	∟s	outhBou	nd	1							
			A	.: 5	91								
			В	:	0								
		Bound		٨		West			V/C RATIO	<u>)</u>	LOS		
	A:	0		Ť		A:	86		0.00 - 0.60	)	A		
	B:	26				B:	49		0.61 - 0.70	)	в		
				lorthBoui	nd 195				0.71 - 0.80		с		
	ted Through/Rigited Left Volume	nt Volume	B		84				0.81 - 0.90	)	D		
* = AUJUS				•	<b>~</b>				0.91 - 1.00		E		
Resi	ults								0.01 - 1.00	•			
	North/South Critical Movements = B(N/B) + A(S/B)												
	West/East Critical Movements = A(W/B) + B(E/B)												
	,	V/C =	184	+ 591	+ 8	6 +	26	= 0.645	; L	_OS =	В		
					1375								

N/S:		De Soto	Ave		W/E:		Oxna	rd St		I/S No:	24		
AM/PM:	AM		Comm	ents: Ex	isting								
COUNT D	ATE:			STU	DY DATE			C	GROWTH	FACTOR:			
Volume	/Lane/Sig	gnal Confi	igurations	;									
	NO	RTHBOU		SO	UTHBOU	ND	W	ESTBOU	ND	EAS	TBOUN	D	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	120	1337	29	44	2082	224	227	418	53	55	140	77	
					1								
RELATED PROJECT													
TOTAL	120	1337	29	44	2082	224	227	418	53	55	140	77	
4 分 分 ☆ ☆ か か り ☆ ク ☆ ☆ か か り ☆ ク ☆ ☆ か か り ☆ ク ☆ ☆ か か         LANE       1       2       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1 <td< td=""></td<>													
Critica	Critical Movements Diagram												
				S A B	L	nd 69 44							
		_	Bound		٨			Bound		V/C RATIC	<u> </u>	<u>os</u>	
		A:	140		Ť		A:	236		0.00 - 0.60	) A	L .	
		B:	55		ĺ		B:	227		0.61 - 0.70	) В	}	
					lorthBour		1			0.71 - 0.80			
A = Adjus	ted Thro	ugh/Right	Volume	A		55							
B = Adjus * = ATSAC				B		20				0.81 - 0.90			
	ults —									0.91 - 1.00	Ε		
	North/South Critical Movements = B(N/B) + A(S/B)												
	West/East Critical Movements = B(W/B) + A(E/B)												
		V/	C = —	120	+ 769	+ 22 1500	27 +	140	= 0.837	7 L	_OS =	D	

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## CalcaDB

N/S:		Winnetka	Ave		W/E:		Oxna	ard St		I/S No:	25	
AM/PM:	AM		Comn	nents: Ex	cisting							
COUNT D	ATE:			STU	IDY DATE				GROWTH	FACTOR:		
Volume	e/Lane/Si	gnal Conf	iguration	s ——								
		RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOU	ND	EAS	TBOUN	D
EVIOTINO	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	49	1064	45	31	1367	218	55	237	15	145	265	65
AMBIENT RELATED					<u> </u>							
PROJECT												
TOTAL	49	1064	45	31	1367	218	55	237	15	145	265	65
LANE	1	1 1		1	1 1			1		५∂२२ 1 1		1
SIGNAL	Phasi Perr		RTOR Auto	Phasi Perr		RTOR Auto	Phasin Pern		RTOR Auto	Phasing Perm		RTOR Auto
	I CH		Auto	T CH	••	Auto	I CIII	••	Auto	T CHI		Auto
Critica	l Movem	ents Diag	ram —									
		-			outhBou		]					
					L	'93 31						
		r EastE	Bound —				West	Bound		V/C RATIC	、 I	<u>os</u>
		A:	265		Ą		A:	307		0.00 - 0.60		
		B:	145				В:	55		0.61 - 0.70		
		L			lorthBou		1			0.71 - 0.80		
A = Adjus			Volume			i55				0.81 - 0.90		
B = Adjus * = ATSA0						49	J			0.91 - 1.00		
Res												
	North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + B(E/B)											
	vves		/C =	49	+ 793		(E/B) )7 +	145	= 0.863	L	.OS =	D

N/S:	De	e Soto /	Ave		W/E:		Burba	ank Bl		I/S No:	2	26	
AM/PM:	AM		Comm	ents: Ex	kisting								
COUNT D	ATE:			STL	IDY DATE			(	GROWTH	FACTOR:			
Volume	/Lane/Signa	al Confi	gurations	, —									
		HBOUN			UTHBOU		W	ESTBOU		FAG	STBOU		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	<b>209</b> 1	1517	0	0	1461	647	0	0	0	152	0	115	
AMBIENT													
RELATED													
PROJECT													
TOTAL	<b>209</b> 1	1517	0	0	1461	647	0	0	0	152	0	115	
	<b>6</b> Δ Δ	ΔΔ	ሌ የተን	<b>6</b> Δ	$\land \land \land$	ላ ተን የተን	<b>6</b> Δ.	4 4 4 4	ላት ላት ረ	∮ ፚ ና		ᡷ᠂ᡥ᠂ᡏᡟ	
LANE	· ↓ · 1 3	ቀት ነ		<u>ч</u>	· 孙 4 2   1			<u>и фр</u> и		י _ל ו ו 2	44	4) I' I' 2	
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
SIGNAL	_			-			FilaSii		nion		J		
SIGNAL	SIGNAL Perm <a href="https://www.selfanterstation.com">SIGNAL Perm </a> <a href="https://www.selfanterstation.com">Selfanterstation.com</a> <a href="https://www.selfanterstation.com"></a> selfanterstation.com"/>selfanterstation.com <a href="https://www.selfanterstation.com"></a> selfanterstation.com"/>selfanterstation.com <a href="https://www.selfanterstation.com"></a> selfanterstation.com"/>selfanterstation.com <a href="https://www.selfanterstation.com"></a> selfanterstation.com <a href="https://www.selfanterstation.com"></a> selfanterstatiii.com"												
	l Movement	e Diagr	am ——										
ontica	i movement	S Diagi	um	۲s	outhBour	nd	1						
				4	A: 7	03							
				E	3:	0							
	Г	EastB			٨		_	Bound		V/C RATIO	<u>2</u>	LOS	
		A:	63		Ť		A:	0		0.00 - 0.60	)	Α	
		B:	84		 		В:	0		0.61 - 0.70	)	В	
					lorthBour A: 5	nd 106				0.71 - 0.80	)	с	
	ted Througl ted Left Vol		Volume	E		09				0.81 - 0.90	)	D	
* = ATSAC					L		J			0.91 - 1.00	)	E	
Resi													
	North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + B(E/B)												
	west/Ea	asi Urit		209	= A(VV/ + 703	н ( в) + в		84					
		<b>V</b> /	C = —			1500	<u> </u>		= 0.664	, <b>I</b>	LOS =	В	

N/S:	De Soto Ave	W/E:	101 WE	3 Ramps	I/S No:	27						
AM/PM:	AM Com	ments: Existing										
COUNT D	ATE:	STUDY DATE:		GROWTH	FACTOR:							
Volume	/Lane/Signal Configuratior	ns ————										
	NORTHBOUND	SOUTHBOUN	D W	ESTBOUND	EASTB	DUND						
EXISTING	LT TH RT		RT LT	TH RT								
	175 1358 0	0 1097	542 148	5 607	0 0	0						
AMBIENT RELATED												
PROJECT												
TOTAL	175 1358 0	0 1097	542 148	5 607	0 0	0						
	^ፋ ቆ ት ት ት ት ት		ት የት		\$ <u></u>	ት ት ት						
LANE	<b>1 2</b>					<b>, y</b> r r						
_/												
	Phasing RTOR	Phasing R ⁻	TOR Phasi		Phasing	RTOR						
SIGNAL	Prot-Fix	Perm A	uto Spli	it Auto								
Critica	I Movements Diagram	SouthBound	4									
		A: 54										
		B: 0										
		D. 0										
	EastBound A:	Δ	A:	Bound 306	V/C RATIO	LOS						
					0.00 - 0.60	Α						
	B: 0		B:	148	0.61 - 0.70	В						
		NorthBound			0.71 - 0.80	С						
	ted Through/Right Volume											
B = Adjus * = ATSAC	ted Left Volume C Benefit	B: 17	5		0.81 - 0.90	D						
Resi					0.91 - 1.00	E						
nesi	North/South Critical M	ovements = B(N/B	) + A(S/B)									
	West/East Critical Movements = $A(W/B) + A(E/B)$											
		175 + 542	+ 306 +	0		0						
	V/C = -		25	= 0.718	B LOS	= C						

N/S:		De Soto	Ave		W/E:		101 EB	Ramps		I/S No:	2	28	
AM/PM:	AM		Comn	nents: Ex	isting								
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Conf	iguration	s ——									
		RTHBOU	-		UTHBOU		W	STBOU		EA	STBOU		
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	0	768	122	930	368	0	0	0	0	684	5	413	
AMBIENT													
RELATED													
PROJECT													
TOTAL	0	768	122	930	368	0	0	0	0	684	5	413	
		^ ^ ^			$\wedge \wedge \wedge$		1 A	$\wedge \wedge \wedge$					
4 分 수 錄 錄 ሶ 钟 4 分 수 錄 錄 ሶ 钟 4 分 수 錄 錄 ሶ 钟       LANE													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL   Perm <none>   Prot-Fix   <none>   Split   Auto</none></none>													
Critica	l Movem	ents Diag	ram ——	۳S	outhBou	nd							
				A		84							
				В	: 5	512							
		East	Bound —		L		West	Bound —		V/C RATI	0	LOS	
		A:	413		Ą		A:	0			_		
		В:	345				В:	0		0.00 - 0.60		Α	
				——————————————————————————————————————	orthBou	nd	1			0.61 - 0.70	0	В	
A A-11-	tod Them	uah (Di-tu	. Vol	A	: 2	256				0.71 - 0.80	D	С	
A = Adjus B = Adjus	ted Left	Volume	i volume	В	:	0				0.81 - 0.90	D	D	
* = ATSAC							J			0.91 - 1.0	D	E	
Results North/South Critical Movements = A(N/B) + B(S/B)													
North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $A(W/B) + A(E/B)$													
	$V/C = \frac{256 + 512 + 0 + 413}{0} = 0.829$ LOS = D												
						1425							

N/S:		De Soto	Ave		W/E:		Vent	ura Bl		I/S No:	29			
AM/PM:	AM		Comm	ients: E	xisting									
COUNT D	ATE:			STL	JDY DATE	:		0	GROWTH	FACTOR:				
Volume	e/Lane/Si	gnal Conf	iguration	s ——										
	NO	RTHBOU	ND	SC	OUTHBOU	IND	W	ESTBOU	ND	EAST	BOUND			
EXISTING	LT 01	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH RT			
AMBIENT	91	262	135	664	178	382	56	1185	407	229 1	231 57			
RELATED									1					
PROJECT														
TOTAL	91	262	135	664	178	382	56	1185	407	229 1	231 57			
	<u>ــــــــــــــــــــــــــــــــــــ</u>			1 1			A ^			1 ^ ^				
LANE	[♥] (F 1	十一番 1   1		ין קד 2	〒 夜 1 1	1 <b>1</b>	ין עד ו	т _ф т 3	1	비 슈 수       1				
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL														
Critica	Critical Movements Diagram													
				4	A: 1	78								
				E	B:	65								
		Easte	Bound 429		Λ		West	Bound 395		V/C RATIO	LOS			
		B:	229		T		B:	56		0.00 - 0.60	Α			
			LLV		ا NorthBou	nd				0.61 - 0.70	В			
						99				0.71 - 0.80	С			
A = Adjus B = Adjus	ted Left	Volume	Volume	E	3:	91				0.81 - 0.90	D			
* = ATSA(							]			0.91 - 1.00	E			
Results North/South Critical Movements = A(N/B) + B(S/B)														
West/East Critical Movements = $A(W/B) + B(E/B)$														
	$V/C = \frac{199 + 365 + 395 + 229}{1375} = 0.864$ LOS = D													

N/S: Winnetka Ave W/E: 101 WB Ramps	I/S No: 30												
AM/PM: AM Comments: Existing													
COUNT DATE: GROWTH	FACTOR:												
Volume/Lane/Signal Configurations													
	EASTBOUND												
LT TH RT LT TH RT LT TH RT	LT TH RT												
EXISTING         143         816         0         0         1005         440         339         2         512	0 0 0												
RELATED													
TOTAL 143 816 0 0 1005 440 339 2 512	0 0 0												
4 分 수 歳 歳 ゆ 柳 4 分 수 歳 歳 ゆ 柳 4 分 수 歳 歳 ゆ 柳           1 2         1 1 1 1	<u>ዛ                                    </u>												
LANE 1 2 2 1 1 1 1 1 1 Phasing BTOR													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL Prot-Fix <none> Perm Auto Split Auto</none>													
Critical Mayomanta Diagram													
Critical Movements Diagram SouthBound													
A: 503													
B: 0													
EastBound WestBound	V/C RATIO LOS												
A: 0 4: 284	0.00 - 0.60 A												
B: 0 B: 284	0.61 - 0.70 B												
A: 408	0.71 - 0.80 C												
A = Adjusted Through/Right Volume B = Adjusted Left Volume B: 143	0.81 - 0.90 D												
* = ATSAC Benefit	0.91 - 1.00 E												
Results													
North/South Critical Movements = B(N/B) + A(S/B)													
West/East Critical Movements = A(W/B) + A(E/B)													
$V/C = \frac{143 + 503 + 284 + 0}{1425} = 0.652$	3 LOS = B												

N/S:	l.	Winnetka	Ave		W/E:		101 EB	Ramps		I/S No:	3	1	
AM/PM:	AM		Comm	nents: Ex	isting								
COUNT D	ATE:			STU	DY DATE	E:			GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Conf	iguration	s									
		RTHBOU	_		UTHBOU		10/6	ESTBOU		EAS	TBOU		
	LT	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	0	586	193	452	891	0	0	0	0	374	0	217	
AMBIENT					-								
RELATED													
PROJECT													
TOTAL	0	586	193	452	891	0	0	0	0	374	0	217	
		~ ~ ~			~ ~ /		1 A	~ ~ /		$\Lambda \wedge \Lambda$	/		
4 分 수 森 숙 庐 柳 4 分 수 森 숙 庐 柳 4 分 수 森 숙 庐 柳       LANE     1     1     2     1     1     1													
PhasingRTORPhasingRTORPhasingRTORSIGNALPerm <none>Prot-Fix<none>SplitAuto</none></none>													
SIGNAL Perm <none> Prot-Fix <none> Split Auto</none></none>													
Critical Movements Diagram													
Ontica	i wovem	ents blag	iani	∟s	outhBou	nd	T						
				A	.: 4	146							
				В	: 4	452							
		Easte	Bound 217		٨		Westl A:	Bound — 0		V/C RATIO	<u>)</u>	LOS	
		B:			T		B:	0		0.00 - 0.60	)	Α	
		D.	374		l 			U		0.61 - 0.70	)	В	
				A	lorthBou	na 293				0.71 - 0.80	)	с	
A = Adjus B = Adjus			t Volume	в	:	0				0.81 - 0.90	)	D	
* = ATSAC					L	]	J			0.91 - 1.00	)	E	
Resi	Results												
North/South Critical Movements = $A(N/B) + B(S/B)$													
West/East Critical Movements = $A(W/B) + B(E/B)$													
	$V/C = \frac{293 + 452 + 0 + 374}{1425} = 0.785 \qquad LOS = C$												

#### January 28, 2010 ,Thursday 12:31:46 PM

# CalcaDB January 2

N/S:		Winnetka	Ave		W/E:		Vent	ura Bl		I/S No:	32			
AM/PM:	AM		Comn	nents: Ex	cisting									
COUNT D	ATE:			STU	DY DATE	:			GROWTH	FACTOR:				
Volume	e/Lane/Si	gnal Conf	iguration	s ——										
		RTHBOU			UTHBOU		W	ESTBOU		EAS	TBOUND			
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	Las	TH	RT		
EXISTING	84	309	32	313	389	308	76	731	211	259	1291	74		
AMBIENT														
RELATED														
PROJECT														
TOTAL	84	309	32	313	389	308	76	731	211	259	1291	74		
	1 A	~ ~ ~	N 4 N	1	~ ~ ^		1 1	~ ~ /		1 ~ ~	~ ~	N 4 N		
		1 1								५ ∂ ↑		የት ሳ		
	LANE 1 1 2 1 1 1 2 1 1 2 1 Desing BTOP DEscription BTOP DEscription BTOP DEscription BTOP DESCRIPTION													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
SIGNAL     Split     Auto     Split     OLA     Perm     OLA     Prot-Fix     Auto														
Critica	l Movem	ents Diag	ram 💳				-							
					outhBou	na 389								
					L									
						172								
		EastE	Bound 455		٨		West	Bound 366		V/C RATIC	<u>) LO</u>	<u>s</u>		
					T					0.00 - 0.60	Α			
		B:	259		ļ		В:	76		0.61 - 0.70	В			
					lorthBou					0.71 - 0.80	С			
A = Adjus			Volume			341								
B = Adjus * = ATSAC				E	B:	84				0.81 - 0.90				
										0.91 - 1.00	E			
North/South Critical Movements = A(N/B) + A(S/B)														
West/East Critical Movements = A(W/B) + B(E/B)														
		v	/ <b>C</b>	341	+ 389	+ 30	66 +	259	= 0.985	. 1	.OS = E			
		V	/C =			1375			= 0.905	· ·				

# CalcaDB January 28, 20

N/S:		De Soto	Ave		] W/E: [		Satic	oy St		I/S No:	1			
AM/PM:	PM		Comn	nents: E	Existing									
COUNT D	ATE:			ST	UDY DATI	≣:		(	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s —										
		RTHBOU			OUTHBOL		10/1	ESTBOU		EACTE				
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT		TH RT			
EXISTING	92	1229	129	120	991	138	93	838	99		107 72			
AMBIENT														
RELATED														
PROJECT														
TOTAL	92	1229	129	120	991	138	93	838	99	132 1 ⁻	107 72			
	1 0	~ ~ ~	N 4 N	1 1	~ ~ /		1 0	~ ~ ^	N N A N					
4     2     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1 <th1< th="">     1     1     1</th1<>														
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR SIGNAL Prot-Fix Auto Prot-Fix Auto Perm Auto Prot-Fix Auto														
SIGNAL Prot-Fix Auto Prot-Fix Auto Perm Auto Prot-Fix Auto														
	Critical Movements Diagram													
Critica	INOVEM	ents Diag	ram	Г	SouthBou	Ind	Т							
						565								
					B:	120								
		- 5	Bound —		٨			Bound		V/C RATIO	LOS			
		A:	590		Ť		A:	469		0.00 - 0.60	Α			
		B:	132				B:	93		0.61 - 0.70	в			
					NorthBou	nd 453			_	0.71 - 0.80	С			
A = Adjus B = Adjus			Volume			92				0.81 - 0.90	D			
	B = Adjusted Left Volume         B:         92         0.81 - 0.90         D           * = ATSAC Benefit         0.91 - 1.00         E													
Resi	Results													
North/South Critical Movements = $B(N/B) + A(S/B)$														
West/East Critical Movements = B(W/B) + A(E/B)														
	$V/C = \frac{92 + 565 + 93 + 590}{1375} = 0.975$ LOS = E													

## CalcaDB January 28, 2

N/S:		Mason /	Ave		W/E:		Satic	oy St		I/S No:	2			
AM/PM:	PM		Comm	nents: Ex	kisting									
COUNT D	ATE:			STU	IDY DATE	E:		(	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	iguration	s —										
	NO	RTHBOU	ND	SC	UTHBOU	IND	W	ESTBOUI	ND	EAS	STBOUN	D		
EXISTING	LT 99	тн 877	RT 78	LT 108	тн 746	RT 121	LT 89	тн 919	RT 74	LT	TH	RT 107		
AMBIENT	99	8//	78	108	740	121	89	919	74	159	1120	107		
RELATED														
PROJECT														
TOTAL	99	877	78	108	746	121	89	919	74	159	1120	107		
		<u> </u>	۲۶ ۹۲۶ ۲۰	r i i	1 1	2 l9 d19		<u>ት ଚ</u>		<u></u>		۹ <del>۱</del> ۵ ۹۱		
LANE	LANE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Perm     Auto     Perm     Auto     Perm     Auto														
<u></u>														
Critica	Critical Movements Diagram													
						134								
				E	3:	08								
		EastE	Bound 614		Δ		Westl	Bound 497		V/C RATIO	<u>2 L</u>	<u>os</u>		
		B:	159				B:	89		0.00 - 0.60	) A	L.		
		D.	159		ا IorthBou	n d		03		0.61 - 0.70	) В			
						178				0.71 - 0.80	) C	;		
A = Adjus B = Adjus	ted Left V	Volume	volume	E	B:	99				0.81 - 0.90	D			
	* = ATSAC Benefit 0.91 - 1.00 E													
Results North/South Critical Movements = A(N/B) + B(S/B)														
West/East Critical Movements = $B(W/B) + A(E/B)$														
	$V/C = \frac{478 + 108 + 89 + 614}{1500} = 0.859$ LOS = D													

#### January 28, 2010 ,Thursday 12:32:25 PM

## CalcaDB

N/S:	N	Vinnetka	Ave		W/E:		Satic	oy St		I/S No:	3		
AM/PM:	PM		Comm	ents: Ex	isting								
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:			
Volume	/Lane/Sig	gnal Conf	igurations	s ——									
	NO	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOU	ND	EA	STBOUN	D	
EXISTING	LT 135	TH	RT 117	LT 157	TH	RT 152	LT	TH	RT	LT 104	TH	RT	
AMBIENT	135	1047	117	157	985	152	86	797	148	124	908	120	
RELATED													
PROJECT													
TOTAL	135	1047	117	157	985	152	86	797	148	124	908	120	
	ፋ 순	<u>ት                                   </u>	የተቅ ፋ ₁	ፋ 슈	ት ኡ ና	ᡬ᠇ᢩ᠈ᡧᠯ	ፋ 슈	<u> </u>	ት ሳ _ት አ	<u>ዓ</u>		ላተቅ ላነ	
4													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto													
Critica	Critical Movements Diagram												
				A		193							
				В	:	157							
		_	Bound		٨			Bound		V/C RATI	<u>o i</u>	<u>.0S</u>	
		A: B:	514		Ť		A:B:	473 86		0.00 - 0.6	0 A	4	
		Б:	124				D.	00		0.61 - 0.7	0 E	3	
_				A	orthBou : 5	nd 582				0.71 - 0.8	D (	;	
A = Adjus B = Adjus	ted Left \	Volume	Volume	В	: 1	135				0.81 - 0.9	0 E	D	
* = ATSAC							]			0.91 - 1.0	0 E		
Results North/South Critical Movements = A(N/B) + B(S/B)													
	West/East Critical Movements = $B(W/B) + A(E/B)$												
	$V/C = \frac{582 + 157 + 86 + 514}{1500} = 0.893$ LOS = D												

N/S:		De Soto	Ave		W/E:		Sherma	an Way		I/S No:	4	
AM/PM:	PM		Comm	nents: Ex	isting							
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:		
Volume	/Lane/Sig	gnal Conf	iguration	s ——								
	NO	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOUI	ND	EA	STBOUN	D
EVICTING	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING AMBIENT	114	1625	275	101	944	147	159	993	129	171	1699	144
RELATED												
PROJECT												
TOTAL	114	1625	275	101	944	147	159	993	129	171	1699	144
$\begin{array}{c c c c c c c c c c c c c c c c c c c $												
Critical Movements Diagram												
				A		546						
				в	:	01						
		EastE	Bound 614		Δ		Westl	Bound 374		V/C RAT	<u>IO I</u>	<u>_OS</u>
		B:			T		B:	159		0.00 - 0.6	60 <i>I</i>	4
		р.	171				В.	159		0.61 - 0.7	'O E	3
					orthBou : 6	nd 333				0.71 - 0.8	i0 (	C
A = Adjus B = Adjus	ted Left V	Volume	Volume	В	: 1	14				0.81 - 0.9	0 [	כ
* = ATSAC							J			0.91 - 1.0	00 E	
Results     North/South Critical Movements = A(N/B) + B(S/B)												
North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$												
	West/East Critical Movements = B(W/B) + A(E/B) V/C = V/C = 1425 LOS = F											

N/S:		Mason A	Ave		W/E:		Sherm	an Way		I/S No:	5		
AM/PM:	PM		Comm	ents: Ex	isting								
COUNT D	ATE:			STU	DY DATE			G	GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Conf	igurations	;									
	NC	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOUN	ND	EA	STBOUN	D	
EVIOTINO	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	72	870	61	106	673	135	79	1051	84	141	1169	55	
RELATED PROJECT													
TOTAL	72	870	61	106	673	135	79	1051	84	141	1169	55	
4 分 分 份 份 份 分 份 份 分 份 份 份 份 份 份 份 份 份 份													
Critical Movements Diagram													
					outhBou : 4	nd 104							
				В	: 1	06							
		EastE	Bound 408		Δ		West	Bound 378		V/C RATI	<u>o L</u>	<u>.0S</u>	
		B:	141				B:	79		0.00 - 0.6	0 A	4	
				 	orthBou	nd				0.61 - 0.7	0 E	3	
				A		66				0.71 - 0.8	0 C		
A = Adjus B = Adjus * = ATSAC	ted Left	Volume	Volume	в	:	72				0.81 - 0.9	0 0	)	
							J			0.91 - 1.0	0 E		
Results North/South Critical Movements = A(N/B) + B(S/B)													
	West/East Critical Movements = A(W/B) + B(E/B) V/C = V/C = 1500 = 0.727 LOS = C												

# CalcaDB January 28, 20

N/S:		Vinnetka			W/E:		Sherm	an Way		I/S No:	6			
AM/PM:	PM		Comn	nents: E	xisting									
COUNT D	ATE:			STI	JDY DAT	E:		(	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	iguration	s ——										
		RTHBOU			OUTHBOI		W	ESTBOU		EA	STBOUN			
	LT	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	158	1088	91	169	891	147	86	911	147	145	1029	99		
AMBIENT														
RELATED														
PROJECT														
TOTAL	158	1088	91	169	891	147	86	911	147	145	1029	99		
	4 ^	$\wedge \wedge \wedge$	A	4 Λ	$\wedge \wedge \rangle$		4 A	$\wedge \wedge \land$	<u>A-N A-</u>	4 ^	$\wedge \wedge \wedge$	<u> </u>		
4       2       4       4       2       4       4       4       2       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4														
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix Auto														
SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix Auto Prot-Fix Auto														
Critica	Critical Movements Diagram													
					A:	446								
				I	B:	169								
			Bound		٨		_	Bound		V/C RAT	<u>io i</u>	LOS		
			376		Ť		A:	353		0.00 - 0.6	60 <i>I</i>	4		
		B:	145				B:	86		0.61 - 0.7	'0 I	В		
					NorthBou A:	ina 590				0.71 - 0.8	<b>60 (</b>	C		
A = Adjus B = Adjus	ted Left	Volume	Volume		B:	158				0.81 - 0.9	0 1	D		
* = ATSA0							J			0.91 - 1.0	00 I	E		
Results														
North/South Critical Movements = A(N/B) + B(S/B) West/East Critical Movements = A(W/B) + B(E/B)														
	$V/C = \frac{590 + 169 + 353 + 145}{$													
						1375								

N/S:		De Soto	Ave		W/E:		Vanov	ven St		I/S No:	7			
AM/PM:	РМ		Comn	nents: Ex	isting									
COUNT D	ATE:			STU	DY DATE	E:		(	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s ——										
		RTHBOU			UTHBOU		W	ESTBOU		FA	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	50	1503	117	110	892	202	103	868	135	165	1341	92		
AMBIENT								1						
RELATED PROJECT														
TOTAL	50	1503	117	110	892	202	103	868	135	165	1341	92		
	ፋ 순	수 쇼 쇼	የተ ³	<u>ዓ</u>		ᡬ᠇ᢧ᠂ᡀ	ᠳᢓᢧ᠂	ት <u>ሕ</u>	ላተ የሳ	ዓ 순 ና		የት ሳ		
LANE														
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixOLAProt-FixOLA														
	SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix OLA Prot-Fix OLA													
Critica	Critical Movements Diagram													
				A		na 547								
				В		10								
		East	Bound —		٨		West	Bound		V/C RATIO	<u>o l</u>	<u>_OS</u>		
		A:	671		Ϋ́		A:	434		0.00 - 0.6	0 4	4		
		В:	165				B:	103		0.61 - 0.70	0 E	3		
					orthBou	nd 540				0.71 - 0.80	0 0	0		
A = Adjus B = Adjus			Volume	В		50				0.81 - 0.90	0 0	)		
	B = Adjusted Left Volume B: 50 0.81 - 0.90 D * = ATSAC Benefit 0.91 - 1.00 E													
Res														
			ritical Mo		•	-								
	Wes	t/East Crit	tical Move		= B(W) + 110	/B) + A + 10		671						
		V	/C =	<u>010</u>		1375	<del>у</del> т	<u></u>	= 1.036	i	LOS =	F		

N/S:		Mason /	Ave		W/E:		Vanov	wen St		I/S No:	8			
AM/PM:	РМ		Comm	nents: Ex	isting									
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:				
Volume	e/Lane/Si	gnal Conf	iguration	s ——										
	NC	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOUI	ND	EAS	BOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	35	658	42	93	520	130	52	879	83	202 1	130	62		
RELATED														
PROJECT														
TOTAL	35	658	42	93	520	130	52	879	83	202	130	62		
	4 \			4 A	$\wedge \wedge \land$	<u> </u>	4 A	$\wedge \wedge \wedge$	<u> </u>	4 ^ ^		-h -l-h		
LANE	יו קד 	· · · ·				ት ሳ ት 	[¶] ∉ 1			५     ₽     ₽       1     1	- 小 い - 1	৽ঀ৸		
	LANE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1													
SIGNAL	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR SIGNAL Perm Auto Perm Auto Perm Auto													
	SIGNAL Perm Auto Perm Auto Perm Auto Perm Auto													
	l Movem	ents Diag	ram —											
Critical Movements Diagram														
	-													
				В	•	93								
		EastE	Bound 596	<b>L</b>	Λ		Westl	Bound 481		V/C RATIO	LOS	<u>5</u>		
		B:			T		B:	52		0.00 - 0.60	Α			
		D.	202				D	52		0.61 - 0.70	В			
				A	orthBou	nd 150				0.71 - 0.80	С			
A = Adjus B = Adjus	ted Left	Volume	Volume	в	:	35				0.81 - 0.90	D			
* = ATSA(							]			0.91 - 1.00	Е			
Res		h/South C	ritical Ma	Vomente	= A(N/	(R) . P	(S/B)							
		t/East Crit			•	b) + b /B) + B								
			/C =		+ 93	+ 48		202	= 0.751	L	DS = C			
						1500								

# CalcaDB January 28

N/S:		Winnetka	Ave		W/E:		Vanov	wen St		I/S No:	9			
AM/PM:	PM		Comm	ients: Ex	isting									
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations	;										
	NC	RTHBOUI	ND	SO	UTHBOU	IND	W	ESTBOU	ND	EA	STBOUN	D		
EXISTING	LT 92	тн 1081	вт 95	LT 117	тн 853	RT 89	LT 86	тн 887	RT 108	LT 114	тн 1031	RT 79		
AMBIENT	92	1001	95		000	09	00	007	100	114	1031	79		
RELATED														
PROJECT														
TOTAL	92	1081	95	117	853	89	86	887	108	114	1031	79		
LANE SIGNAL	(h) 分 分 分 分 分 分 分 分 分 分 分 分 分 分 分 分 分 分 分													
Critica	Critical Movements Diagram													
	•													
				в	:	17								
		_	Bound		٨			Bound		<u>V/C RATI</u>	<u>o L</u>	<u>.0S</u>		
		A:	555		Ť		A: B:	498		0.00 - 0.6	0 A	4		
		B:	114		 		D.	86		0.61 - 0.7	0 E	3		
					lorthBou	nd 588				0.71 - 0.8	0 C	;		
A = Adjus B = Adjus	ted Left	Volume	Volume	в	:	92				0.81 - 0.9	0 C	)		
* = ATSAC							]			0.91 - 1.0	0 Е			
		h/South C	ritical Mo	vements	= A(N/	(B) + B	(S/B)							
		t/East Crit			``	/B) + A								
		V/	C = —	588	+ 117	+ 8 1425	6 +	555	= 0.945	5	LOS =	E		

## CalcaDB January

N/S:		Shoup /	Ave		W/E:		Victo	ory Bl		I/S No:	10	)		
AM/PM:	РМ		Comm	ents: Ex	isting									
COUNT D	ATE:			STU	DY DATE	E:		(	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	iguration	s —										
	NO	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOU	ND	EA	STBOUN	D		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING AMBIENT	191	1358	110	106	703	91	90	885	157	100	827	127		
RELATED														
PROJECT														
TOTAL	191	1358	110	106	703	91	90	885	157	100	827	127		
LANE SIGNAL	4 分 分 分 分 份 例 例 分 分 分 分 份 例 例 分 分 分 分 分 份 例 例         1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1													
Critica	Critical Movements Diagram													
	SouthBound           A:         397           B:         106													
		EastE			٨		Westl	Bound 521		V/C RATI	<u>o l</u>	<u>_OS</u>		
		B:	477		T		B:	90		0.00 - 0.6	0 4	4		
					orthBou	nd				0.61 - 0.7	0 E	3		
				A		734				0.71 - 0.8	0 0			
A = Adjus B = Adjus * = ATSAC	ted Left V	Volume	Volume	В	: 1	191				0.81 - 0.9	0 [	D		
										0.91 - 1.0	0 E	Ξ		
Resi	Nort		ritical Mo		•	-	(S/B) (E/B)							
	vves		ical Move /C =     —		+ 106	/B) + B + 52 1500	(E/B) 21 +	100	= 0.974	L	LOS =	E		

#### January 28, 2010 ,Thursday 12:32:25 PM

## CalcaDB

N/S:	Topanga C	anyon Bl		W/E:		Victo	ory Bl		I/S No:	11
AM/PM:	PM	Comm	ents: Ex	isting						
COUNT D	ATE:		STU	DY DATE			(	GROWTH	FACTOR:	
Volume	/Lane/Signal Co	nfigurations	, ——							
	NORTHBO	UND	SO	UTHBOU	ND	W	ESTBOU	ND	EAS	BOUND
EVICTING		RT	LT	TH	RT	LT	TH	RT	LT	TH RT
EXISTING AMBIENT	178 1558	358	239	1066	116	290	857	225	149	830 155
RELATED				İ						
PROJECT										
TOTAL	178 1558	358	239	1066	116	290	857	225	149	830 155
	<u>\</u>									
LANE	1 2	1	1	2 1		2	2	1	2 2	1
	Phasing	RTOR	Phasir	ng l	RTOR	Phasi	ng	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	Auto	Prot-F	ix	Auto	Prot-F	ix	OLA	Prot-Fix	Auto
	I Movements Dia	agram —								
		5	∟s	outhBou	nd	]				
			A	.: 3	94					
			В	: 2	39					
	Eas	tBound 328		Ą		West	Bound 429		V/C RATIO	LOS
	B:	82				B:	160		0.00 - 0.60	Α
				orthBour	nd				0.61 - 0.70	В
A A	tod Through (Di-	ht Volume	A	<i></i>	39				0.71 - 0.80	С
	ted Through/Rig ted Left Volume	nit volume	В	: 1	78				0.81 - 0.90	D
- AISAC						J			0.91 - 1.00	E
nesi	North/South	Critical Mo	vements	= A(N/	B) + B	(S/B)				
	West/East C	ritical Move	ments	= A(W/	'B) + B	(E/B)				
		V/C =	639	+ <b>239</b>	+ 42 1375	29 +	82	= 1.010	) L(	DS = F

N/S:		Canoga	Ave		W/E:		Victo	ory Bl		I/S No:	1	2		
AM/PM:	PM		Comn	nents: E	kisting									
COUNT D	ATE:			STL	IDY DATE	E:		C	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	iguration	s ——										
		RTHBOU			UTHBOU		W	ESTBOU		FA	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	164	1435	346	124	879	132	194	1075	200	125	1231	164		
AMBIENT														
RELATED														
PROJECT														
TOTAL	164	1435	346	124	879	132	194	1075	200	125	1231	164		
	4 A		. ሐ ሌ	4 Δ		۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲	4 Δ		<u></u>	4 A		<u>م</u> ه مه		
LANE	4 分 午 歲 貴 ሶ ŵ 4 分 午 歲 貴 ሶ ŵ 4 分 午 歲 貴 ሶ ŵ         1       2       1       2       1       3       1       3       1													
	LANE     1     2     1     2     1     3     1     1     3     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
SIGNAL														
Critica	Critical Movements Diagram													
A: 337														
	A: <u>337</u> B: <u>124</u>													
		EastE	Bound		٨		_	Bound		V/C RAT	<u>o</u> 1	LOS		
		A:	410		Ť		A:	358		0.00 - 0.6	0	A		
		B:	125				B:	194		0.61 - 0.7	0	В		
					lorthBou	nd 594				0.71 - 0.8	0	с		
A = Adjus B = Adjus			Volume			64				0.81 - 0.9	0	D		
* = ATSAC					L		]			0.91 - 1.0		E		
Resi														
		h/South C			·	-								
	west	/East Crit		594	= B(W) + 124	/B) + A + 19		410						
		V	/C = —	JJ4		1375	/ <b>-</b>	410	= 0.961		LOS =	E		

# CalcaDB January 2

N/S:		De Soto	Ave		W/E:		Victo	ory Bl		I/S No:	1	3		
AM/PM:	PM		Comn	nents: E	xisting									
COUNT D	ATE:			ST	UDY DATE	E:			GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s —										
		RTHBOU			OUTHBOU		14/	ESTBOU		EA	STBOUN			
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT		TH	RT		
EXISTING	68	1152	423	104	802	176	225	1033	113	415	1759	123		
AMBIENT														
RELATED														
PROJECT														
TOTAL	68	1152	423	104	802	176	225	1033	113	415	1759	123		
	4 Δ		-1 (-1)	4 Δ		<u>م</u> ه م	4 Δ		۲. ۲. ۲. ۲. ۲.	4 A		ላ የ የተያ		
4 分 수 歲 贷 ሶ ጭ 4 分 수 歲 贷 ሶ ጭ 4 分 수 歲 贷 ሶ ጭ         1       2       1       2       3       1       2       2       1														
	LANE   1   2   1   2   3   1   2   2   1     Phasing   RTOR   Phasing   RTOR   Phasing   RTOR   Phasing   RTOR													
SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix <none> Prot-Fix Auto</none>														
<u> </u>	Critical Movements Diagram													
Critica	SouthBound													
A: 326														
A: <u>326</u> B: <u>104</u>														
			Bound —		٨			Bound		V/C RAT	<u>IO</u>	LOS		
		A:	627		Ť		A:	344		0.00 - 0.6	<b>i0</b>	A		
		В:	228		I	_	B:	124		0.61 - 0.7	<b>'0</b>	В		
					NorthBou A:	nd 525			_	0.71 - 0.8	<b>6</b> 0	с		
A = Adjus B = Adjus			Volume			68				0.81 - 0.9	0	D		
* = ATSAC					I		]			0.91 - 1.0	0	E		
Resi														
		h/South C t/East Crit			· ·	/B) + B //B) + A	(S/B) (E/B)							
			/C =	525	+ 104	-	24 +	627	= 1.004	L	LOS =	F		

## CalcaDB January 28,

N/S:		Mason A	Ave		W/E:		Victo	ory Bl		I/S No:	14	1	
AM/PM:	РМ		Comm	ents: Ex	isting								
COUNT D	ATE:			STU	DY DATE			C	GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	igurations	·									
		RTHBOU			UTHBOU			ESTBOUN			STBOUN		
EXISTING	LT 99	тн 172	RT 81	LT 152	тн 154	RT 228	LT 42	тн 1059	RT 176	LT 356	тн 1702	вт 131	
AMBIENT													
RELATED													
PROJECT													
TOTAL	99	172	81	152	154	228	42	1059	176	356	1702	131	
	ፋ 슌	个 余 숙	۲۵ ( <del>۱</del> ۲	ዓ ኇ	수	ት የት የተ		수	ል _በ ቅ ላ _ገ ል	<u>ላ</u> ታ 4	ት 🚓 ቲ	᠂ᡁ᠈ᡧᠯ	
4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟       LANE     1     1     1     1     2     1     3     1													
	LANE     1     1     1     2     1     3     1     3     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR												
SIGNAL													
	SIGINAL PROT-FIX AUTO PROT-FIX <none> Prot-FIX Auto</none>												
Critica	Critical Movements Diagram												
Critical Movements Diagram SouthBound A: 154													
				A	: 1	54							
				В	: 1	52							
		EastE	Bound 567		Λ		West	Bound 353		V/C RAT	<u>IO I</u>	<u>_OS</u>	
		B:	356		T		B:	42		0.00 - 0.6	i0 /	۹.	
		D.	300				D.	42		0.61 - 0.7	'O E	3	
				A	orthBoui	na 27				0.71 - 0.8	60 C	2	
A = Adjus B = Adjus	ted Left	Volume	Volume	В	:	99				0.81 - 0.9	0 0	כ	
* = ATSAC							J			0.91 - 1.0	0 E	E	
Resi		h/South C	ritical Mo	vemente	= A(N/	′R) <u>+</u> R	(S/B)						
						-							
			/C =		+ 152	+ 3	53 +	356	= 0.719	)	LOS =	С	
		t/East Crit	ical Move	ments :	= A(W/ + 152	/B) + B	(E/B)	356	= 0.719	)	LOS =	с	

#### January 28, 2010 ,Thursday 12:32:25 PM

## CalcaDB

N/S:	Winnet	ka Ave		W/E:		Victo	ory Bl		I/S No:	15				
AM/PM:	PM	Comm	ients: Exi	sting										
COUNT D	ATE:		STUD	Y DATE	:		(	GROWTH	FACTOR:					
Volume	/Lane/Signal Co	onfigurations												
	NORTHBO	DUND	SOL	ITHBOU	ND	W	ESTBOUI	ND	EASTB	OUND				
EVIOTINO	LT TH	RT	LT	TH	RT	LT	TH	RT		H RT				
EXISTING AMBIENT	139 966	133	164	741	121	128	1180	137	228 14	75 175				
RELATED														
PROJECT														
TOTAL	139 966	133	164	741	121	128	1180	137	228 14	75 175				
	4 < < < < < <	ት	<b>ά</b> φ 4		ላ ተት ላ ተ	ሌ 수	$\varphi \rightarrow \varphi$	ላ ተን ላት ረ	<b>φ</b> φ φ 4	ት ይ ት				
LANE	4 余 수 余 1 1 1	1		¥} 2  1		'' ℓ ^j 1	1 ∰ L 2   1		५     ↔     ↔     ↔       1     2					
	Phasing	RTOR	Phasing	g l	RTOR	Phasi	ng	RTOR	Phasing	RTOR				
SIGNAL														
	l Movements Di	agram 🚃												
Citica	i wovenients Di	agrain	_ So	uthBou	nd	1								
			А:	2	87									
			В:	1	64									
	Ea	stBound 550		Ą		West	Bound 439		V/C RATIO	<u>LOS</u>				
	B:	228				B:	128		0.00 - 0.60	Α				
				, orthBour	nd				0.61 - 0.70	В				
A A	tod Thucush /D:	the Volume	A:		50				0.71 - 0.80	С				
	ted Through/Rig ted Left Volume		В:	1	39				0.81 - 0.90	D				
= ATSAC						J			0.91 - 1.00	E				
nesi		n Critical Mo	vements =	= A(N/	B) + B	(S/B)								
	West/East (	Critical Move	ments =	B(W/	B) + A	(E/B)								
		V/C =	550 +		+ 12 1375	28 +	550	= 1.012	LOS	6= F				

N/S:	Topha	am St		W/E:		Victo	ory Bl		I/S No:	16	3			
AM/PM:	PM	Comm	ents: Ex	isting										
COUNT D	ATE:		STU	DY DATI	E:		0	GROWTH	FACTOR:					
Volume	/Lane/Signal Co	onfigurations	;											
				UTHBOL			ESTBOU		EAG	TBOUN				
	LT TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
EXISTING	300 0	6	0	0	0	0	1291	0	0	1562	337			
AMBIENT														
RELATED														
PROJECT														
TOTAL	300 0	6	0	0	0	0	1291	0	0	1562	337			
	<u>ዛ</u>	<del>ር</del> ሶ ጥ	₲ ᡒ ′	Ŷ ∰ 4	ᡷ᠂ᡥ᠂ᡏᡟ	ቁ 👉	ት 🚓 ና	\$_f\$_{f}\$	_{ዓ ፚ} ት ት	· 🊓 🕏	ላተቅ ላነ			
4 分 수 歲 춚 ሶ ŵ 4 分 수 歲 춚 ሶ ŵ 4 分 수 歲 춚 ሶ ŵ 4 分 수 歲 춚 ሶ ŵ         1       1       0 0 0 0 0 0       2       1														
	LANE     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I     I <thi< th="">     I     I&lt;</thi<>													
SIGNAL     Prot-Fix     Auto     Perm     Auto     Perm     OLA														
Critica	Critical Movements Diagram													
A: 0														
	B: 0													
	_	stBound		٨		_	Bound		V/C RATIC	<u>)</u>	<u>.0S</u>			
	A:	781		Ť		A:	646		0.00 - 0.60	Δ Δ	<b>\</b>			
	В:	0				В:	0		0.61 - 0.70	) E	3			
				orthBou :	nd 6				0.71 - 0.80	) C	;			
	ted Through/Rig ted Left Volume		B		300				0.81 - 0.90	) C	)			
* = ATSAC				-					0.91 - 1.00					
Resi	ults													
		n Critical Mo		•	-	(S/B)								
	West/East C	Critical Move		•	//B) + A									
		V/C =	300 -	+ 0	+ (	) +	781	= 0.759	) l	_OS =	С			
					1423									

## CalcaDB January 2

N/S:		Corbin /	Ave		W/E:		Victo	ory Bl		I/S No:	17	,		
AM/PM:	РМ		Comm	ents: Ex	isting									
COUNT D	ATE:			STU	DY DATE	:		G	ROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations	;										
		RTHBOU			UTHBOU			ESTBOUN			STBOUN			
EXISTING AMBIENT	LT 34	тн 811	rt 134	LT 124	тн 431	RT 151	LT 80	тн 1246	RT 345	LT 145	тн 1320	RT 29		
RELATED														
TOTAL	34	811	134	124	431	151	80	1246	345	145	1320	29		
LANE SIGNAL	4 分 分 分 分 秒 約 分 分 分 分 分 分 分 分 分 分 分 分 分 分													
Critica	Critical Movements Diagram SouthBound A: 291 B: 124 EastBound V/C BATIO													
		EastE A:	Bound 675		Ą		West	Bound 796		V/C RATI		<u>.0S</u>		
		B:	145				В:	80		0.00 - 0.6 0.61 - 0.7				
<b>A A</b> -line	to d Thurs				orthBou	nd 173	1			0.71 - 0.8	0 C	;		
B = Adjus	A = Adjusted Through/Right Volume     B       B = Adjusted Left Volume     B:       * = ATSAC Benefit     0.81 - 0.90													
	ults —									0.91 - 1.0	0 E			
	Nort		ritical Mo tical Move		•	/B) + B /B) + B	(S/B) (E/B)							
		V	/C =	473	+ 124	+ 79 1500	96 +	145	= 1.025	5	LOS =	F		

# CalcaDB January 28

N/S:		Tampa /	Ave		W/E:		Victo	ory Bl		I/S No:	18	3		
AM/PM:	PM		Comm	ents: Ex	isting									
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations	, <u> </u>										
		RTHBOU			UTHBOU			ESTBOUN	ND		STBOUN	D		
EXISTING	LT 164	тн 1121	RT 108	LT 193	тн 619	RT 128	LT 58	тн 1387	RT 192	LT 104	тн 1596	RT 38		
AMBIENT			100	100		120		1007		104	1000			
RELATED					1									
PROJECT														
TOTAL	164	1121	108	193	619	128	58	1387	192	104	1596	38		
LANE	4 分 수 錄 錄 ሶ 柳 4 分 수 錄 錄 ሶ 柳 4 分 수 錄 錄 ሶ 柳         1       2       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1													
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL	SIGNAL Prot-Fix Auto Prot-Fix Auto Perm Auto Perm Auto													
	Critical Movements Diagram													
SouthBound														
	SouthBound A: 310													
				В	: 1	93								
		EastE	Bound 817		Δ		West	Bound 790		<u>V/C RATI</u>	<u>o l</u>	<u>_OS</u>		
		B:	104				B:	58		0.00 - 0.6	0 A	4		
		D.	104		  authDau	- d		50		0.61 - 0.7	0 E	3		
				A	orthBou	i61				0.71 - 0.8	0 C	•		
A = Adjus B = Adjus	ted Left V	/olume	Volume	В	: 1	64				0.81 - 0.9	0 [	D		
* = ATSAC							J			0.91 - 1.0	0 E	Ē		
		h/South C	ritical Mo	vements	= A(N/	(B) + R	(S/B)							
			ical Move		•	/B) + B								
		V	/C =	561	+ 193	-	90 +	104	= 1.156	6	LOS =	F		

# CalcaDB January 28,

N/S:		Wilbur /	Ave		W/E:		Victo	ory Bl		I/S No:	19			
AM/PM:	PM		Comn	nents: Ex	isting									
COUNT D	ATE:			STU	DY DATE	E:		C	ROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	iguration	s ——										
	NO	RTHBOU	ND	SO	UTHBOL	IND	W	ESTBOUN	ND	EAS	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	138	761	88	101	510	97	60	1343	205	128	1614	68		
RELATED PROJECT														
TOTAL	138	761	88	101	510	97	60	1343	205	128	1614	68		
	€ <b>Ω</b>	4 <u>4</u> 4	ላ ተ	<u>ፋ                                    </u>	4 <u>4</u> 4	ት ሌ <del>(</del>	<b>б</b> Д	4 <u>4</u> 4	ት ት ት ት ት ት ት	\$ <u>A</u> A		ሰት ሳት		
4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟       LANE     1     1     1     1     1     1														
	LANE     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1 <th1< th="">     1     1&lt;</th1<>													
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Perm     Auto     Perm     Auto     Perm     Auto														
Critica	Critical Movements Diagram													
SouthBound       A:														
				в	•	101								
		EastE	Bound 841	<b>L</b>	Δ		West	Bound 774		V/C RATIO	<u>) L</u>	<u>os</u>		
		B:	128		T		B:	60		0.00 - 0.60	A (			
		<u></u>			orthBou	nd				0.61 - 0.70	) В			
A = Adjus	tod Thro	ugh/Dight	Volumo	A		125				0.71 - 0.80	c c			
A = Adjus B = Adjus * = ATSA	ted Left V		volume	В	:	138				0.81 - 0.90	D			
- ATSAC							J			0.91 - 1.00	) E			
1163		n/South C	ritical Mo	vements	= A(N	/B) + B	(S/B)							
	West	/East Crit	tical Move	ements	= A(W	/B) + B	(E/B)							
		V	/C =	425	+ 101	+ 77 1500	74 <del>+</del>	128	= 0.952	. 1	_OS =	E		

N/S:		Reseda	BI		W/E:		Victo	ory Bl		I/S No:	20	)		
AM/PM:	PM		Comn	nents: E	xisting									
COUNT D	ATE:			ST	UDY DATE	:		0	GROWTH	FACTOR:				
Volume	e/Lane/Sig	anal Conf	iguration	s —										
	NO	RTHBOU		S	OUTHBOU		w	ESTBOU		FA	STBOUN			
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT		
EXISTING	115	1066	111	89	800	161	97	1322	156	132	1507	107		
AMBIENT														
RELATED														
PROJECT														
TOTAL	115	1066	111	89	800	161	97	1322	156	132	1507	107		
		$\wedge \wedge \wedge$		1. A	$\wedge \wedge \wedge$			$\wedge \wedge \wedge$		1 ~ /	$\wedge \wedge \wedge$			
LANE	1 1	[⊤] 孫 孫 1   1		ין קד <b>1</b>	Y I I		ין עד ו	Τ _Φ τ 2		ी की				
	LANE     1     1     1     1     2     1     1     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoProt-FixAuto														
	SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix Auto Prot-Fix Auto													
Critica	l Moveme	ents Diag	ram ——											
Critical Movements Diagram														
					A: 4	181								
					B:	89								
		EastE	Bound 538		Δ		West	Bound 661		V/C RAT	<u>IO I</u>	LOS		
		B:	132				B:	97		0.00 - 0.6	60 <i>I</i>	4		
					ا NorthBou	nd		07		0.61 - 0.7	'0 I	В		
						589				0.71 - 0.8	<b>60</b> (	C		
A = Adjus B = Adjus	ted Left \		volume		B: 1	15				0.81 - 0.9	0 1	D		
* = ATSA(							J			0.91 - 1.0	00	E		
Res		NSouth C	ritical Mo	Vement	s = A(N/	′R) ⊥ P	(S/B)							
			ical Move		·	/B) + B								
			/C = —	589	+ 89	-	61 +	132	= 1.070	)	LOS =	F		

## CalcaDB January 28, 201

N/S:		De Soto		nents: Ex	W/E:		El Rano	cho Dr		I/S No:	2	1		
COUNT D						::		(	GROWTH	FACTOR:				
Volume	e/Lane/Si	gnal Conf	iguration	s										
	NC	RTHBOU	ND	SC	UTHBOU	ND	WE	STBOU	ND	EAS	STBOU	ND.		
EVICTINO	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING AMBIENT	7	1864	193	14	1232	1	35	0	7	2	0	6		
RELATED														
PROJECT														
TOTAL	7	1864	193	14	1232	1	35	0	7	2	0	6		
TOTAL	1	1004	193	14	1232		35	U	1	2	U	0		
			ς μ ^ο 4μο					1 1		ी कि री री विक्रिय				
	LANE 1 2 1 1 2 1 1 1 1 1 1 1 1 1 1													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
SIGNAL Perm Auto Perm Auto Perm Auto Perm <a href="https://www.endited.com">none&gt;</a>														
Critica	I Movem	ents Diag	ram —		outhBou	n d								
					-	11								
						14								
			Bound —		Λ		West			V/C RATIO	<u>0</u>	LOS		
		A:	6		Ť		A:	7		0.00 - 0.60	<b>)</b>	Α		
		В:	2				B:	35		0.61 - 0.70	)	В		
					lorthBour	nd 186				0.71 - 0.80	0	с		
A = Adjus B = Adjus			Volume	E		7				0.81 - 0.90	)	D		
* = ATSAC					L		J			0.91 - 1.00	)	E		
Resi														
		h/South C				-								
	wes	t/East Crit V	C = -	686	+ 14	(B) + A + 3		6	= 0.494	L	LOS =	А		
		v	<b>U</b> -		1	1500			_ 0.1.04					

#### January 28, 2010 ,Thursday 12:32:25 PM

## 

N/S:		De Soto	Ave		W/E:		Erwi	in St		I/S No:	2	2	
AM/PM:	PM		Comm	ients: Ex	cisting								
COUNT D	ATE:			STU	IDY DATE			(	GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Confi	igurations	. —									
	NO	RTHBOUN	ND	SO	UTHBOU	ND	W	STBOU	ND	EAS	STBOU	ND	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	101	1745	29	19	1075	174	10	9	10	185	10	244	
RELATED PROJECT													
TOTAL	101	1745	29	19	1075	174	10	9	10	185	10	244	
LANE SIGNAL	4 分 分 錄 读 か 钟 4 分 分 錄 读 か 钟 4 分 分 錄 读 か 钟 4 分 分 錄 读 か 钟         1       2       1       1       2       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1 </td												
Critica	I Movem	ents Diagi	ram —										
				S A B		nd 16 19							
		_	Bound		٨		Westl A:	Bound 29		V/C RATIO	<u>0</u>	LOS	
		A: B:	146 146		Ĩ		B:	10		0.00 - 0.60	)	Α	
			140	<u> </u>	l Iarth Bau	a d				0.61 - 0.70	)	В	
			Valeration		lorthBour A: 5	91				0.71 - 0.80	)	С	
A = Adjus B = Adjus * = ATSAC	ted Left V	Volume	voiume	E	3: 1	01				0.81 - 0.90	)	D	
							J 			0.91 - 1.00	)	E	
Resu	Nort	h/South C			•	-	(S/B)						
	Wes	t/East Crit V/	ical Move	ments 591	+ 19	(B) + A + 2 1425	(E/B) 9 +	146	= 0.551		LOS =	Α	

#### January 28, 2010 ,Thursday 12:32:25 PM

### CalcaDB

N/S:		Winnetka			W/E:	B	rahma Dr	/Calvert	St	I/S No:		23		
AM/PM: COUNT D			Comm	ents: Ex	•	<b>-</b> .			GROWTH	FACTOR				
				510	DY DATI	=:		· · ·	anowin	ACTON.				
Volume	e/Lane/Si	gnal Conf	igurations	;										
		RTHBOU			UTHBOL	JND	WE	STBOU		EA	STBOU			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	95	1248	0	10	811	98	18	4	21	146	0	104		
AMBIENT														
RELATED														
PROJECT														
TOTAL	95	1248	0	10	811	98	18	4	21	146	0	104		
	ሌ ፉ	$\varphi \Rightarrow \varphi$	ረተት ላካ	6 A	$\varphi \varphi 4$	ራት ራ	ሌ 수 4	4 4 4	ረተት ላት ረ	_{ዓ ቆ}		ᠿᡨ		
LANE	1 (H	· + + + + 2			<u>'</u> ∰ 2	<b>1</b>	1			2	· (++)	<b>1</b>		
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-Fix <none>PermOLASplitAutoSplitAuto</none>														
Critica	l Movem	ents Diag	ram ——											
		5		۲s	outhBou	Ind	1							
				4	.: 4	406								
				E	:	0								
		EastE	Bound 56	<b> </b>	Λ		WestE	Bound 25		V/C RATI	<u>o</u>	LOS		
		B:	80		T		B:	18		0.00 - 0.6	0	Α		
		D.	00		। lorthBou	und		10		0.61 - 0.7	0	В		
				A		624				0.71 - 0.8	0	с		
A = Adjus B = Adjus	ted Left	Volume	Volume	E	:	95				0.81 - 0.9	0	D		
* = ATSAC							J			0.91 - 1.0	0	E		
Resi		h/South C	ritical Mo	vemente	= A(N	/R) ⊥ R	(S/B)							
			ical Move			-	(5/B) (E/B)							
			/C =	624	+ 0	+ 2		80	= 0.530	1	LOS =	Α		
		V	0 =			1375			= 0.550					

## CalcaDB January 28, 1

N/S:		De Soto	Ave		W/E:		Oxna	ard St		I/S No:	24			
AM/PM:	PM		Comm	ents: Ex	isting									
COUNT D	ATE:			STU	DY DATE			C	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations	. —										
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOU	ND	EAS	TBOUN	D		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	121	1664	167	43	1155	174	27	198	21	214	408	228		
RELATED PROJECT														
TOTAL	121	1664	167	43	1155	174	27	198	21	214	408	228		
LANE SIGNAL	(h) 分 分 分 分 分 分 分 分 分 分 分 分 分 分 分 分 分 分 分													
Critical Movements Diagram														
	Critical Movements Diagram SouthBound A: 443 B: 43													
		_	Bound		٨			Bound		V/C RATIO	<u> L</u>	<u>.0S</u>		
		A:	408		Ť		A:	110		0.00 - 0.60	Δ (	1		
		В:	214		I		B:	27		0.61 - 0.70	) E	3		
					lorthBour	nd i10				0.71 - 0.80	) C	;		
A = Adjus B = Adjus	ted Left	Volume	Volume	в	: 1	21				0.81 - 0.90	) [	)		
* = ATSAC										0.91 - 1.00	) Е			
Resu		h/South C	ritical Mo	vements	= A(N/	B) + B	(S/B)							
	Wes	t/East Crit	ical Move	ments	= B(W/	/B) + A	(E/B)							
		V	′C = —	610	+ 43	+ 2 1500	7 +	408	= 0.725	5 1	_OS =	С		

#### January 28, 2010 ,Thursday 12:32:25 PM

## CalcaDB

N/S:		Winnetka	Ave		W/E:		Oxna	rd St		I/S No:	2	5		
AM/PM:	PM		Comm	ents: Ex	isting									
COUNT D	ATE:			STU	DY DATE	l:		(	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Confi	igurations	;										
	NC	RTHBOUN	ND	SO	UTHBOU	ND	W	STBOU	ND	EA	STBOUN	ND		
EXISTING	LT 89	тн 1180	вт 59	LT 31	тн 909	RT 103	LT 11	тн 58	RT 18	LT 168	тн 448	RT 56		
AMBIENT	09	1100	59	31	909	103		50	10	100	440	50		
RELATED														
PROJECT														
TOTAL	89	1180	59	31	909	103	11	58	18	168	448	56		
	∮ ፚ	수 🚓 🖧	ላተቅ ላገ	ተ	ት 🚓 ና	ት ሳ _ት ላ	₲ ढ़ॖॖऀॱ॔	ት 🚓 ና	ት የካ <del>(</del>	_{ዓ ቆ} ታ	ት _ጨ ና	ት የት <del>የ</del>		
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto														
Critical Movements Diagram SouthBound														
				A		06								
				В	:	31								
		EastB	ound 448		Δ		WestE	Bound 87		V/C RATI	<u>o</u>	LOS		
		B:	168		T		B:	11		0.00 - 0.6	0	A		
			100		। lorthBoui	nd				0.61 - 0.7	0	В		
			., .	A		i20				0.71 - 0.8	0	С		
A = Adjus B = Adjus	ted Left	Volume	volume	В	: 4	89				0.81 - 0.9	0	D		
* = ATSAC							J			0.91 - 1.0	0	E		
Resu		h/South C	ritical Mo	vements	= A(N/	'B) + B	(S/B)							
		t/East Crit			•	/B) + A	. ,							
		V/	C = —	620	+ 31	+ 1	1 +	448	= 0.740	I	LOS =	С		

## CalcaDB January 2

N/S:	De Soto	Ave		W/E:		Burba	ank Bl		I/S No:	2	6		
AM/PM:	PM	Comme	ents: Ex	isting									
COUNT D	ATE:		STU	DY DATE	:		(	GROWTH	FACTOR:				
Volume	/Lane/Signal Conf	igurations											
	NORTHBOU			UTHBOU		W/	ESTBOU		EAG	STBOU			
	LT TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	71 1285	0	0	1695	157	0	0	0	611	0	486		
AMBIENT													
RELATED													
PROJECT													
TOTAL	71 1285	0	0	1695	157	0	0	0	611	0	486		
				$\wedge \wedge \wedge$		1 A	~ ~ ^						
4 分 수 錄 錄 ሶ ጭ 场 分 수 錄 錄 ሶ ጭ 场 分 수 錄 錄 ሶ ጭ       LANE     1     3     2     1     2     2													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL Perm <a href="https://www.selfantaria.com">None&gt;</a> Perm Auto Split Auto													
	Critical Movements Diagram												
Critica	i movements blag	ram	⊏s	outhBour	nd	1							
			A	: 6	17								
			в	:	0								
	East	Bound		٨		Westl	Bound		V/C RATIO	<u>2</u>	LOS		
	A:	267		4 T		A:	0		0.00 - 0.60	)	Α		
	B:	336				В:	0		0.61 - 0.70		В		
	L			orthBour		1							
A = Adius	ted Through/Right	Volume	A	.: 4	28				0.71 - 0.80	J	С		
	ted Left Volume		В	:	71				0.81 - 0.90	)	D		
						J			0.91 - 1.00	)	E		
	Its North/South C	ritical Mov	emente	= B(N/	B) + A	(S/B)							
	West/East Crit			`	•	(5/B) (E/B)							
				+ 617	+ 0		336				_		
	V	/C =			1500	-		= 0.683	; 1	LOS =	В		

N/S:	De Sot	to Ave		W/E:		101 WB	Ramps		I/S No:	27			
AM/PM:	PM	Comm	ents: Ex	isting									
COUNT D	ATE:		STU	DY DATE			(	GROWTH	FACTOR:				
Volume	/Lane/Signal Co	onfigurations											
		_		UTHBOU			STBOU		EASTE				
	LT TH	RT	LT	ТН	RT	LT	TH	RT		TH RT			
EXISTING	231 996	0	0	1399	588	267	0	479	0	0 0			
AMBIENT													
RELATED													
PROJECT													
TOTAL	231 996	0	0	1399	588	267	0	479	0	0 0			
	¶	ᠿᢧᢔ		ት 🚓 ቲ	ላተን ላ ^{ገ ፈ}	ᠳᢩᢓ᠇ᢩ	ት _ጨ ና	ት ሳ ት	<u>ላ</u>	፟ኇኇ፟ዀ			
LANE	1 2			4	1	1	1	1					
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Prot-Fix     Perm <none>     Split     Auto</none>													
Critica	I Movements Di	agram ——											
				outhBou		1							
			A	.: 5	88								
			В	:	0								
		stBound		٨		WestE	Bound 249		V/C RATIO	LOS			
	A:	0		T					0.00 - 0.60	Α			
	В:	0		 	_	B:	249		0.61 - 0.70	В			
				lorthBour	nd 98			_	0.71 - 0.80	С			
	ted Through/Rig ted Left Volume		В		31				0.81 - 0.90	D			
* = ATSAC				-		]			0.91 - 1.00	E			
Res	ults								5.01 1.00				
		n Critical Mo		•	-	(S/B)							
	West/East C	Critical Move		•	(B) + A		_						
		V/C =	231	+ 588		19 +	0	= 0.749	) LOS	S= C			
					1425								

## CalcaDB Janu

N/S:		De Soto	Ave		W/E:		101 EB	Ramps		I/S No:	2	28	
AM/PM:	PM		Com	nents: Ex	isting								
COUNT D	ATE:			STU	DY DATE				GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	iguration	s ——									
		RTHBOU	-		UTHBOU		W	ESTBOU			STBOU		
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	0	733	239	855	770	0	0	0	0	515	3	219	
AMBIENT		_											
RELATED													
PROJECT													
TOTAL	0	733	239	855	770	0	0	0	0	515	3	219	
	ሌ 수		ላ ተን ላተ እ	ሌ		ላተን ላካ ∠	6	$\varphi \varphi \zeta$	ላት ሌ	<b>ά</b> φ 4	<u>م</u> د	ሩ እ ቀን	
你会个贪贪``P`\$**`\$**`\$**`\$**`\$**`\$**`\$***`\$***`													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR SIGNAL Perm Auto Prot-Fix <pre>cnone&gt;</pre>													
ORANAL	SIGNAL Perm Auto Prot-Fix <none> Split Auto</none>												
	l Movem	ents Diag	ram —										
ontiou		onto Diag	i u i i i	∟s	outhBou	nd	1						
				A	.: 3	85							
				В	: 4	70							
		_	Bound —		٨		_	Bound		<u>V/C RATI</u>	<u>o</u>	LOS	
		A:	259		Ť		A:	0		0.00 - 0.6	0	Α	
		B:	259		I		В:	0		0.61 - 0.7	0	в	
					orthBoui	nd	]			0.71 - 0.8	0	С	
A = Adjus B = Adjus			Volume	В		0				0.81 - 0.9	0	D	
* = AUJUS					•	U	J			0.91 - 1.0		E	
Resi	ults —									0.91 - 1.0	0	<u> </u>	
	Nort	h/South C	ritical Mo	ovements	= A(N/	B) + B	(S/B)						
	Wes	t/East Cri	tical Move		•	/B) + A							
		v	/C = —	244	+ 470		) +	259	= 0.683	5	LOS =	В	
					-	1425							

## CalcaDB January 2

N/S:		De Soto	Ave		W/E:		Vent	ura Bl		I/S No:	29		
AM/PM:	PM		Comn	nents: Ex	isting								
COUNT D	ATE:			STU	DY DATE	E:		C	BROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	iguration	s ——									
		RTHBOU	-		UTHBOL		W	ESTBOU		FAS	TBOUND		
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	58	188	74	446	227	336	56	1077	430	313	1003	68	
RELATED PROJECT													
TOTAL	58	188	74	446	227	336	56	1077	430	313	1003	68	
	∮ ፚ	수	ና የት ፋት	ᡧᢩᡒ	ት 🚓 ና	ᡷᢛᡧ	ନ	ት 🚓 ና	እ ቦ ^አ ፋተኦ	∮ ๙ 수	<u>余</u>	₼ 4	
LANE		1 1			1	1	1	3	1	1 2			
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
PhasingRTORPhasingRTORPhasingRTORSIGNALSplitAutoSplitOLAPermOLAProt-FixAuto													
Critica	Critical Movements Diagram												
					outhBou	nd 227							
				в		245							
		East	Bound —				West	Bound —		V/C RATIO	<u>) LC</u>	)S	
		A:	357		Ą		A:	359		0.00 - 0.60		<u></u>	
		B:	313				В:	56					
				— N	orthBou	nd	1			0.61 - 0.70			
A = Adjus	ted Thro	uah/Riahi	Volume	A	•	131				0.71 - 0.80	С		
B = Adjus * = ATSA	ted Left	Volume		В	:	58				0.81 - 0.90	D		
- Aloa				L			J			0.91 - 1.00	E		
100		h/South C	ritical Mo	vements	= A(N	/B) + B	(S/B)						
	Wes	t/East Crit	tical Move	ments	= A(W	/B) + B	(E/B)						
		v	/C = —	131	+ 245		59 +	313	<b>= 0.762</b>	e L	.0S = 0	•	
		•				1375							

#### January 28, 2010 ,Thursday 12:32:25 PM

# CalcaDB January 2

N/S:	Winnetka Ave	W/E:	101 WB Ramps	I/S No: 30
AM/PM:	PM Com	ments: Existing		
COUNT D	ATE:	STUDY DATE:	GROWTI	FACTOR:
Volume	e/Lane/Signal Configuration	ns		
	NORTHBOUND	SOUTHBOUND	WESTBOUND	EASTBOUND
EVICTING	LT TH RT		LT TH RT	
EXISTING AMBIENT	195 771 O	0 775 281	295 12 525	0 0 0
RELATED				
PROJECT				
TOTAL	195 771 0	0 775 281	295 12 525	0 0 0
	^ፋ	ላ <i>ይ</i> ት ት ት	* \$ \$ \$ \$ \$	›
LANE	1 2			
	Phasing RTOR	Phasing RTOR	Phasing RTOR	Phasing RTOR
SIGNAL	Prot-Fix <none></none>	Perm <none></none>	Split Auto	
	I Movements Diagram —			
Critica	i movements Diagram	SouthBound		
		A: 388		
		B: 0		
	EastBound A:		WestBound A: 277	V/C RATIO LOS
	B: 0		B: 277	0.00 - 0.60 A
	<b>b</b> . <b>0</b>	NorthBound —		0.61 - 0.70 B
		A: 386		0.71 - 0.80 C
B = Adjus	ted Through/Right Volume ted Left Volume	B: 195		0.81 - 0.90 D
* = ATSA0				0.91 - 1.00 E
Res	ults North/South Critical M	ovements = B(N/B) +	A(S/B)	
	West/East Critical Mov	( )		
	V/C = -	195 + 388 + 1425	277 + 0 = 0.60	)4 LOS = B

N/S:	١	Winnetka	Ave		W/E:		101 EB	Ramps		I/S No:	3	1	
AM/PM:	PM		Comn	nents: Ex	cisting								
COUNT D	ATE:			STU	IDY DATE			(	GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Conf	iguration	s ——									
	NO	RTHBOU		SO	UTHBOU		W	ESTBOU		FAS	TBOU		
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	ТН	RT	
EXISTING	0	667	260	350	652	0	0	0	0	407	0	188	
AMBIENT													
RELATED													
PROJECT													
TOTAL	0	667	260	350	652	0	0	0	0	407	0	188	
	<b>6</b> Δ	$\land \land \land$	ላ ተን የተን	6 Φ		ላት ላ ረ	<b>ά</b> Δ.		ረት የተ	6 A A	. Δ 4	ት ሳ _ት አ	
LANE	ч ф	' ₩ 4 1 1			2					ी कि की की की की की कि की की कि	L	<b>1</b>	
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoProt-Fix <none>SplitAuto</none>													
	1 011		Auto							opin		Auto	
	l Movem	ents Diag	ram —										
Ontica	i woveni	ents blag	iam	∟s	outhBou	nd	1						
				A	1: 3	326							
				В	3:	350							
			Bound —		٨		_	Bound		V/C RATIC	<u>)</u>	LOS	
		A:	188		Ť		A:	0		0.00 - 0.60	) .	Α	
		В:	407		 Lauth Daw		B:	0		0.61 - 0.70		В	
					lorthBour	na 334				0.71 - 0.80	)	с	
A = Adjus B = Adjus	ted Left	Volume	t Volume	в	8:	0				0.81 - 0.90	)	D	
* = ATSAC							]			0.91 - 1.00	)	E	
		h/South C	critical Mo	vomanta	A/NI	/ <b>D</b> ) . D	(C/P)						
			tical Move		•	/B) + B /B) + B							
			/C =		+ 350		. ,	407	= 0.766	; 1	_OS =	С	

#### January 28, 2010 ,Thursday 12:32:25 PM

### CalcaDB

N/S:	V	Vinnetka	Ave		W/E:		Ventu	ura Bl		I/S No:	32	2		
AM/PM:	PM		Comm	nents: Ex	isting									
COUNT D	ATE:			STU	DY DATE	<b>:</b>		(	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	iguration	s ——										
		RTHBOU	-		UTHBOL		W	ESTBOU		FA	STBOUN			
	LT	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	95	378	39	271	331	195	84	704	289	290	868	100		
AMBIENT					1									
RELATED PROJECT														
TOTAL	95	378	39	271	331	195	84	704	289	290	868	100		
	ନ	ት 🔬 ቲ	۲۵ (۲۵ (۲۲	ቁ ፚ	ት 🚓 ና	ᡷᢛᡧ	ନ	ት 🔬 ና	<u>}</u> rፆ 4₸ፆ	ቁ ፚ ∠	<u>ት                                    </u>	እ _በ ን ላተን		
4														
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
SIGNAL														
Critica	l Movem	ents Diag	ram ——		outhBou	un d								
				A		331								
				В	: 1	149								
		EastE	Bound —		٨			Bound		V/C RATI	<u>o i</u>	<u>LOS</u>		
		A:	323		Ť		A:	352		0.00 - 0.6	0	4		
		B:	290		ļ		B:	84		0.61 - 0.7	0 E	в		
					orthBou	nd 117	]			0.71 - 0.8	0 0	C		
A = Adjus B = Adjus			Volume	в		95				0.81 - 0.9	0 [	D		
* = ATSA					<u> </u>		]			0.91 - 1.0	0 E	E		
Res														
			ritical Mo			-	(S/B)							
	West	Last Crit	tical Move		= A(W + 331	/B) + B + 35		290						
		V	/C =			1375	<b>-</b> Т		= 1.011		LOS =	F		

CUMULATIVE BASE (2015) CONDITIONS

### CalcaDB

N/S:	D	e Soto	Ave		W/E:		Satic	oy St		I/S No:	1		
AM/PM:	AM		Comm	nents: C	umulativ	e Base							
COUNT D	ATE:			STL	JDY DATE	•		C	ROWTH	FACTOR:			
Volume	/Lane/Sig	nal Conf	iguration	s ——									
		THBOU			DUTHBOU		W	ESTBOUN		EAG	STBOUN		
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	134	949	130	95	1426	146	142	1148	69	112	879	87	
AMBIENT													
RELATED													
PROJECT													
TOTAL	134	949	130	95	1426	146	142	1148	69	112	879	87	
	4 A A		-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	4 Δ		<u>_</u>	4 Δ		ላ የተለ	4 A A		ት የተ	
4 分 午 森 瑜 庐 钟 4 分 午 森 瑜 庐 钟 4 分 午 森 瑜 庐 钟       LANE     1     1     1     2     1     1     1     1     1													
LANE   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1   1 <th1< th="">   1   <th1< th=""> <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></th1<></th1<>													
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoPermAutoProt-FixAuto													
SIGNAL Prot-Fix Auto Prot-Fix Auto Perm Auto Prot-Fix Auto													
Critica	I Moveme	nts Diag	ram —										
Critical Movements Diagram SouthBound A: 524													
A: 524													
				E	B: 9	95							
			Bound -		٨		_	Bound		V/C RATIO	<u>2</u>	<u>.0S</u>	
		A:	483		Ť		A:	609		0.00 - 0.60	) 4	4	
		В:	112				B:	142		0.61 - 0.70	) E	3	
					NorthBour A: 5	1d 40				0.71 - 0.80	) (	;	
B = Adjus	ted Throug		Volume	E	3: 1	34				0.81 - 0.90	) [	)	
* = ATSAC							J			0.91 - 1.00	) E	E	
Resi		0				D) -							
			ritical Mo ical Move		·	B) + A B) + B							
			′C = ─	134	+ 524	+ 60		112	= 1.003	; 1	LOS =	F	
		•,	-		1	1375							

### CalcaDB

N/S:		Mason A	Ave		W/E:		Satic	oy St		I/S No:	2			
AM/PM:	AM		Comm	nents: Cu	ımulativ	e Base								
COUNT D	ATE:			STU	DY DATE			G	ROWTH	FACTOR:				
Volume	/Lane/Sic	anal Conf	iguration	s ——										
		RTHBOU	-		UTHBOU		W	ESTBOUN		EA	STBOUN			
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT		
EXISTING	100	844	82	112	1185	121	118	1044	92	111	965	85		
AMBIENT														
RELATED														
PROJECT														
TOTAL	100	844	82	112	1185	121	118	1044	92	111	965	85		
	ᡩᢩᡒ	ት 🚓 🕀	ላተቅ ላ _ገ	ፋ 🕁	ት 🚓	۵ ۹۲۵ ۹۲۵	∮ ፚ	ት 🚓 ና	ል የቅ ላተቅ	∮ ኇ ኅ	- - ☆ 4	ረተ የ		
LANE	1 I I I	1 1			1 1		1	1 1			1			
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
SIGNAL														
Critica	l Moveme	ents Diag	ram	гs	outhBou	nd	1							
A: 653														
				в	: 1	12								
			Bound	<b> </b>	٨		_	Bound		V/C RATIO	<u>o i</u>	<u>_OS</u>		
		A: B:	525 111		Ť		A: B:	568 118		0.00 - 0.60		4		
		D.			  arth Bau	a d		110		0.61 - 0.70	D E	3		
				A	lorthBour	10 63				0.71 - 0.8	D (	<b>c</b>		
A = Adjus B = Adjus	ted Left V		Volume	в	:	00				0.81 - 0.90	D [	)		
* = ATSAC							J			0.91 - 1.0	D E	<b>_</b>		
Resi		N/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)							
			ical Move		•	′B) + B								
			′C = —		+ 653	+ 56 1500		111	= 0.955	i	LOS =	E		

### CalcaDB

N/S:	V	Vinnetka	Ave		W/E:		Satic	oy St		I/S No:	3			
AM/PM:	AM		Comm	ents: Cu	umulativ	e Base								
COUNT D	ATE:			STU	DY DATE			(	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	igurations	,										
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOU	ND	EAS	STBOUN	D		
EXISTING	LT 109	тн 817	RT 119	LT 130	тн 1148	RT 133	LT 90	тн 960	RT 133	LT 118	тн 877	RT 127		
AMBIENT	103	017	115	150		155		300	100	110	0//	121		
RELATED														
PROJECT														
TOTAL	109	817	119	130	1148	133	90	960	133	118	877	127		
		1 1	ና የት <b>የ</b> ተ					1	1 1			, _[ p 4 <del>1</del> )		
LANE     1     1     1     2     1     1     1     1     1     1     1														
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
SIGNAL Perm Auto Perm Auto Perm Auto Perm Auto														
	Maxam	nto Diag												
Critica	INOVEIII	ents Diag	Iam	⊏s	outhBou	nd	1							
A: 574														
		EastE	Bound		٨		West	Bound 547		V/C RATIO	<u>1 C</u>	<u>.0S</u>		
		B:	502		Ť		B:	90		0.00 - 0.60	) 4	A Contraction		
		D.	118		   auth D = :	- d		90		0.61 - 0.70	) E	3		
				A	orthBour	10 68				0.71 - 0.80	) (	;		
A = Adjus B = Adjus	ted Left V		Volume	в	: 1	09				0.81 - 0.90	) [	)		
* = ATSAC							J			0.91 - 1.00	) E			
		h/South C	ritical Mo	vemente	= B(N/	R) ⊥ ^	(S/B)							
			tical Move			'B) + A								
			/C =		+ 574	-	17 +	118	= 0.899	)	LOS =	D		

### CalcaDB

N/S:		De Soto	Ave		W/E:		Sherma	an Way		I/S No:	4		
AM/PM:	AM		Comm	ients: Cu	ımulativ	e Base							
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Conf	igurations	s ——									
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOU	ND	EA	STBOUN	D	
EVICTING	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING AMBIENT	85	970	104	112	1617	167	183	1188	116	102	1152	89	
RELATED													
PROJECT													
TOTAL	85	970	104	112	1617	167	183	1188	116	102	1152	89	
	ፋ ፚ	수	ት ሳ _ገ እ	ፋ ፚ	ት	ት የካ <del>(</del>	∮ ኯ	ት 🚓 ና	ᡷ᠂ᡁ᠈᠂ᡧᠯ	ዓ ኇ ፞	↑	 	
LANE		1 1			2   1			2 1	1 1		2 1		
LANE     1     1     2     1     1     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Perm     Auto     Perm     Auto     Prot-Fix     Auto													
Critica	I Movem	ents Diag	ram —	⊏s	outhBou	nd							
SouthBound A: 595													
		EastE	Bound —		Λ		Westl	Bound 435		V/C RAT	<u>o I</u>	<u>_OS</u>	
		B:	414		T		B:	183		0.00 - 0.6	i0 /	4	
		D.	102		l auth Davu	- d		1.00		0.61 - 0.7	'O E	3	
				A	orthBour : 5	10 37				0.71 - 0.8	io (	<b>c</b>	
A = Adjus B = Adjus	ted Left	Volume	Volume	в	:	85				0.81 - 0.9	0 [	כ	
* = ATSAC							J			0.91 - 1.0	0 E	E	
nesi		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)						
	Wes	t/East Crit	tical Move	ments	-	/B) + A							
		v	/C =	85	+ 595	+ 18 1425	33 +	414	= 0.896	6	LOS =	D	

### CalcaDB

N/S:		Mason A	Ave		W/E:		Sherma	an Way		I/S No:	5			
AM/PM:	AM		Comm	ents: Cu	umulativ	e Base								
COUNT D	ATE:			STU	DY DATE			G	ROWTH	FACTOR:				
Volume	/Lane/Si	gnal Confi	igurations	;										
		RTHBOU			UTHBOU			ESTBOUN			STBOUN			
EXISTING	LT 71	тн 580	RT 44	LT 120	тн 1118	RT 147	LT 98	тн 1341	RT 98	LT 99	тн 1071	RT 65		
AMBIENT														
RELATED														
PROJECT														
TOTAL	71	580	44	120	1118	147	98	1341	98	99	1071	65		
	ፋ ፚ	수 쇼 쇼	ሳተን ላነ	∮ ፹	ት	ላተን ላካ <i>አ</i>		수 쇼 순	ᡷ᠂ᡗ᠈ᡧᠯ	\$ ኇ 4	ት <u>ኡ</u> ና	ረ ተቅ ላጊ		
4 分 午 歲 ₲ ₱ ₱ ₱ ♂ 午 歲 ₲ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱ ₱														
LANE     1     1     1     1     1     2     1     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR														
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Perm     Auto     Perm     Auto     Perm     Auto														
<u> </u>														
Critica	Critical Movements Diagram SouthBound													
•														
			Bound		٨		_	Bound		<u>V/C RATI</u>	<u>o l</u>	<u>_OS</u>		
		A:	379		Ť		A: B:	480		0.00 - 0.6	0 4	4		
		B:	99				D:	98		0.61 - 0.7	0 E	3		
					orthBour	nd 12				0.71 - 0.8	0 0	•		
A = Adjus B = Adjus	ted Left	Volume	Volume	в	:	71				0.81 - 0.9	о с	)		
* = ATSAC							]			0.91 - 1.0	0 E	E		
Resu		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)							
		t/East Crit			•	′B) + B								
		V/	C = —	71	+ 633	-	30 +	99	= 0.855	5	LOS =	D		

### CalcaDB

N/S:	Wi	nnetka	Ave		W/E:		Sherma	an Way		I/S No:	6	<b>;</b>		
AM/PM:	AM		Comm	nents: C	umulativ	e Base								
COUNT D	ATE:			STL	IDY DATE			C	ROWTH	FACTOR:				
Volume	/Lane/Sign	al Confi	guration	s —										
	NOB	THBOUN		sc	UTHBOU	ND	W	ESTBOUN		FΔ	STBOUN			
	LT	TH	RT	LT	ТН	RT	LT	ТН	RT	LT	TH	RT		
EXISTING	114	800	92	119	1267	122	146	1190	198	125	980	157		
AMBIENT														
RELATED														
PROJECT														
TOTAL	114	800	92	119	1267	122	146	1190	198	125	980	157		
	4 ^ ^		-1 (-1)	4 A	$\wedge \wedge \wedge$	<u></u>	4 A	$\land \land \land$	<u>, , , , , , , , , , , , , , , , , , , </u>	4 ^ /	$\wedge \wedge \wedge$	<u> </u>		
4 分 수 歲 ५ 戶 钟     4 分 수 歲 ५ 戶 钟     4 分 수 歲 ५ 戶 钟       LANE     1     1     1     2     1     1     2     1														
LANE     1     1     2     1     1     2     1     1     2     1     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1     2     1														
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoProt-FixAuto														
	SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix Auto Prot-Fix Auto													
Critica	l Movemen	ts Diagr	am —											
Critical Movements Diagram														
A: 634														
				E	3: 1	19								
	Γ	EastB	ound 379		Δ		Westl	Bound 463		V/C RATI	<u>o</u> <u>i</u>	LOS		
		B:	125		T		B:	146		0.00 - 0.6	0	A		
					ا IorthBou	ad				0.61 - 0.7	0	В		
					-	46				0.71 - 0.8	0	С		
B = Adjus	ted Throug ted Left Vo		voiume	E	3: 1	14				0.81 - 0.9	0	D		
* = ATSAC							J			0.91 - 1.0	0	E		
Resi		South C	ritical Mo	vemente	= B(N/	B) + A	(S/B)							
			ical Move		•	(B) + A (B) + B								
			C =	114	+ 634	+ 46		125	= 0.972	)	LOS =	E		
		<b>v</b> /	0 -			1375			_ 0.312	-				

N/S:		De Soto	Ave		W/E:		Vanov	wen St		I/S No:	7			
AM/PM:	AM		Comn	nents: Ci	umulativ	e Base								
COUNT D	ATE:			STU	IDY DATE			C	ROWTH	FACTOR:				
Volume	e/Lane/Si	unal Conf	iguration	s ——										
		RTHBOU	-		UTHBOU		W	ESTBOU		ΕΔ	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	54	955	106	125	1299	186	210	1139	117	83	1003	82		
AMBIENT														
RELATED														
PROJECT														
TOTAL	54	955	106	125	1299	186	210	1139	117	83	1003	82		
	6 ↔	4 <u>4</u> 4	∿-h} {h ∠	ፋ 🔶	4 4 4 4	ትን (ትን ሩ	ፋ 🔶	4 <u>4</u> 4	ረተት ላካ ሩ	₲₯╯╯	2 4 4	ላተ  ላ		
LANE	1 1			1	1 1			2	1		1			
LANE     1     1     1     2     1     1     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR														
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoProt-FixAuto														
	SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix Auto Prot-Fix Auto													
Critica	l Movem	ents Diag	ram ——											
		3		۲s	outhBou	nd	]							
				A	4: 4	95								
				E	3: 1	25								
			Bound <u> </u>		٨		West	Bound 570		<u>V/C RATI</u>	<u>o L</u>	<u>.0S</u>		
		A: B:	83		T		B:	210		0.00 - 0.6	A 0	<b>N</b>		
		D.	00		ا IorthBour	a d		210		0.61 - 0.7	0 E	3		
						ia 31				0.71 - 0.8	o c	;		
A = Adjus B = Adjus	ted Left	/olume	t Volume	E	3:	54				0.81 - 0.9	0 C	)		
* = ATSA(							]			0.91 - 1.0	0 E			
Res		h/South C	critical Mo	vomente	= A(N/	B) . P	(S/B)							
			tical Move		,	B) + B (B) + B								
			/C =	531	+ 125	+ 57		83	= 0.952	2	LOS =	E		

### CalcaDB

N/S:		Mason A	Ave		W/E:		Vanov	ven St		I/S No:	8			
AM/PM:	AM		Comm	ents: Cu	umulativ	e Base								
COUNT D	ATE:			STU	DY DATE	:		G	ROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations	;										
	NC	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOUN	1D	EA	STBOUN	ID		
EVICTINO	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING AMBIENT	30	368	47	93	1010	206	156	1125	97	128	959	78		
RELATED														
PROJECT														
TOTAL	30	368	47	93	1010	206	156	1125	97	128	959	78		
LANE $\begin{pmatrix} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 $														
Critica	Critical Movements Diagram													
A: 608														
	A: 608 B: 93													
		EastE	Bound 519		Δ		Westl	Bound 611		V/C RATI	<u>o I</u>	<u>_OS</u>		
		B:	128				B:	156		0.00 - 0.6	0 /	4		
			.20		ا IorthBouı					0.61 - 0.7	0 E	3		
				A		08				0.71 - 0.8	0 0	C		
A = Adjus B = Adjus * = ATSAC	ted Left	Volume	Volume	В	•	30				0.81 - 0.9	0 [	כ		
							J			0.91 - 1.0	0 E	E		
Resu		h/South C	ritical Mov	/ements	= B(N/	B) + A	(S/B)							
	Wes	t/East Crit	ical Mover	ments	-	'B) + B								
		V	/C =	30	+ 608	+ 61 1500	1 +	128	= 0.918	3	LOS =	E		

### CalcaDB

N/S:	١	Winnetka	Ave		W/E:		Vanov	wen St		I/S No:	9		
AM/PM:	AM		Comm	nents: C	umulativ	e Base							
COUNT D	ATE:			STL	IDY DATE			C	BROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	iguration	s —									
	NO	RTHBOU	ND	SC	UTHBOU	ND	W	ESTBOUN	ND	EA	STBOUN	ID	
EXISTING	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
AMBIENT	91	697	105	122	1235	141	117	1049	106	69	837	86	
RELATED		1											
PROJECT													
TOTAL	01	607	105	100	1005	4 4 4	447	1049	100	<u> </u>	007		
TOTAL	91	697	105	122	1235	141	117	1049	106	69	837	86	
	₲₯	<u>ት                                    </u>	չ լ <b>ի ֆ</b> լի	∮ ፚ	<b>수 </b> 余	ᢤ᠋ᡏ᠈ᡧᠯ	∮ ፚ	ት <u>ኡ</u> ት	ሳተን ፋነ _ቆ	_{ዓ 6} ታ	ት _ጨ	ላተ ላካ	
LANE	1	1 1		1			1	1 1			1 1		
LANE     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1													
PhasingRTORPhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoPermAutoPermAuto													
							L						
Critica	l Movem	ents Diag	ram ——										
Critical Movements Diagram SouthBound A: 688													
				E	3: 1	22							
			Bound		٨		_	Bound		V/C RATI	<u>o i</u>	LOS	
		A:	462		Ť		A:	578		0.00 - 0.6	0 /	A	
		B:	69				В:	117		0.61 - 0.70	0 1	В	
		-			NorthBour	nd 101	1			0.71 - 0.8	0 (	С	
A = Adjus			Volume							0.81 - 0.9		D	
B = Adjus * = ATSAC					3:	91							
Resi	ults —									0.91 - 1.0	U I	E	
	Nort	h/South C	ritical Mo	vements	= B(N/	'B) + A	(S/B)						
	Wes	t/East Crit	tical Move	ments	= A(W	/B) + B	(E/B)						
		V	/C = —	91	+ 688		78 +	69	= 1.001		LOS =	F	
					-	1425							

N/S:		Shoup A	lve		W/E:		Victo	ory Bl		I/S No:	10	)		
AM/PM:	AM		Comm	ents: Cu	ımulativ	e Base								
COUNT D	ATE:			STU	DY DATE	i:		(	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	igurations	,										
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOUI	ND	EAS	STBOUN	D		
EVICTING	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	110	749	50	133	1351	77	107	813	83	103	984	283		
					1			1						
RELATED PROJECT														
TOTAL	110	749	50	133	1351	77	107	813	83	103	984	283		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $														
Critica	Critical Movements Diagram													
	SouthBound           A:         714           B:         133													
					٨					V/C RATIO	<u>o l</u>	<u>_OS</u>		
		A:	634		Ť		A:	407		0.00 - 0.60		4		
		В:	103			•	D:	107		0.61 - 0.70	D E	3		
					lorthBoui	nd 175				0.71 - 0.80	D (			
A = Adjus B = Adjus	ted Left V	Volume	Volume	в	:	10				0.81 - 0.90	D [	0		
* = ATSAC							J			0.91 - 1.00	D E	E		
Resu		h/South C	ritical Mo	vements	= B(N/	Έ) <u>+</u> Δ	(S/B)							
		t/East Crit			•	/B) + A								
	_		C =		+ 714		)7 +	634	= 1.043	3	LOS =	F		

N/S:	Тор	anga Ca	nyon Bl		W/E:		Victo	ory Bl		I/S No:	1-	1		
AM/PM:	AM		Comm	ients: Cu	umulativ	e Base								
COUNT D	ATE:			STU	DY DATE			(	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	igurations	,										
	NO	RTHBOU		SO	UTHBOU		W	ESTBOU		FA	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	144	869	200	180	1422	108	223	705	126	70	1007	144		
AMBIENT					1									
RELATED		1												
PROJECT														
TOTAL	144	869	200	180	1422	108	223	705	126	70	1007	144		
LANE			र्षम् ⁰ री			фр ф ₁ ф			- I - I	, <b>1</b>		ት ሳ - ፈት		
LANE 1 2 1 1 2 1 2 3 1 2 2 1														
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL	SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix OLA Prot-Fix Auto													
<u> </u>														
Critica	I Movemo	ents Diag	ram	⊏s	outhBou	nd	7							
Critical Movements Diagram SouthBound A: 510														
				в	: 1	80								
		EastE	Bound —		•		West	Bound		V/C RAT	<u>o i</u>	LOS		
		A:	384		Ц Т		A:	235		0.00 - 0.6	0	4		
		В:	39				B:	123		0.61 - 0.7		В		
		L			orthBour		1		]					
A = Adjus	ted Thro	ugh/Riaht	t Volume	A	.: 3	56				0.71 - 0.8	iu (	C		
B = Adjus * = ATSAC	ted Left V	/olume		В	:	44				0.81 - 0.9	0 1	D		
= ATSAC				L						0.91 - 1.0	0 1	Ε		
Hest		h/South C	critical Mo	vements	= B(N/	B) + A	(S/B)							
			tical Move		•	′B) + A								
			/C =		+ 510	-	23 +	384	= 0.844	l	LOS =	D		

N/S:		Canoga	Ave		W/E:		Victo	ory Bl		I/S No:	1	2
AM/PM:	AM		Comn	nents: C	umulativ	e Base						
COUNT D	ATE:			ST	UDY DATE			C	ROWTH	FACTOR:		
Volume	e/Lane/Si	unal Conf	iguration	s ——								
		RTHBOU	-		OUTHBOU			ESTBOUN			STBOU	
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT		TH	RT
EXISTING	134	873	118	131	1207	98	239	1064	65	92	898	163
AMBIENT												
RELATED												
PROJECT												
TOTAL	134	873	118	131	1207	98	239	1064	65	92	898	163
	4 ^	$\land \land \land$	A	4 A		<u> </u>	<u>د</u> ۸	$\land \land \land$	<u>, , , , , , , , , , , , , , , , , , , </u>	4 ^ /	$\wedge \wedge Z$	
LANE	יו _ל ד [1]	┬ 孫 ५ 2 ┃ 1		ਾ _ਦ 1	十 _(千) て [2] [1		ין עד ו	┬ _研 ҵ 3       1		ी की <u>क</u>	⊤ ⊕	<u>}</u> לי} לין קרי לין 1
	Phasi	ng l	RTOR	Phas	ing	RTOR	Phasi	ng l	RTOR	Phasin	g	RTOR
SIGNAL	Prot-F	ix	Auto	Prot-	Fix	Auto	Prot-F	ix	OLA	Prot-F	ix	OLA
Critica	I Movem	ents Diag	ram —		CouthDou		-					
					SouthBour	na 35						
						31						
		- East	Bound —			01	Woot	Bound —				
		A:	299		Ą		A:	282		V/C RAT	0	<u>LOS</u>
		B:	92				B:	239		0.00 - 0.6	0	Α
		D.	ĴΖ		 Nawih Dawa	- d		200		0.61 - 0.7	0	В
					NorthBour A: 3	30				0.71 - 0.8	0	с
A = Adjus B = Adjus			Volume			34				0.81 - 0.9	0	D
* = ATSAC					L		J			0.91 - 1.0	0	E
Resi												
			ritical Mo tical Move		•	-						
	wes	r ⊂asi Urli		134	= B(W/	(B) + A + 23		299				
		V	/C =			1375			= 0.805	5	LOS =	D

N/S:		De Soto	Ave		W/E:		Victo	ory Bl		I/S No:	: 1;	3
AM/PM:	AM		Comn	nents: Cu	umulativ	e Base						
COUNT D	ATE:			STU	IDY DATE			C	GROWTH	FACTOR:		
	/I ane/Si	gnal Conf	iguration	s ——								
		RTHBOU			UTHBOU		14/1	ESTBOUN			ASTBOUN	<u> </u>
	LT	TH	RT	LT	ТН	RT	LT	TH	RT		TH	RT
EXISTING	70	844	165	80	1386	187	515	1406	101	85	1027	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	70	844	165	80	1386	187	515	1406	101	85	1027	46
	4 A		<u>, ,, ,,,</u>	4 Δ		<u>_</u>	4 Δ		ላ ት የተ	4 A		ላ የ የተያ
LANE	ਾ ∉ਾ [1]	[⊤] 孫 指 2   1	1 1 1	יי קד [1]	[→] 供うて 2   1			т _ф т 3		ণ ঐ 2	- 1 1	אָרָאַ אָ אַרָאַ אַ
	Phasi	na F	RTOR	Phasi	na l	RTOR	Phasii	na l	RTOR	Phasir	na	RTOR
SIGNAL	Prot-F	<u> </u>	Auto	Prot-F	<u> </u>	Auto	Prot-F	-	none>	Prot-F	<u> </u>	Auto
	l Movem	ents Diag	ram —									
Critica	INOVEIN	ents blag	lanı	۲s	outhBou	nd	Т					
				A	A: 5	24						
				E	3: 8	80						
			Bound		٨		West	Bound		<u>V/C RAT</u>	<u>10</u>	LOS
		A:	358		Ť			469		0.00 - 0.6	60	A
		В:	47				B:	283		0.61 - 0.7	70	в
					lorthBour A: 3	nd 36				0.71 - 0.8	30	С
A = Adjus B = Adjus	ted Left	Volume	Volume	E	3:	70				0.81 - 0.9	90 I	D
* = ATSAC							J			0.91 - 1.0	00	E
Res		h/Couth C		vom	D/N	D) - A						
		h/South C t/East Crit			•	в) + А /В) + А	(S/B) (E/B)					
				70	+ 524	-	33 +	358	= 0.898	2	LOS =	D
		V	/C =		1	1375			= 0.090	,		-

### CalcaDB

N/S:		Mason /	Ave		W/E:		Victo	ory Bl		I/S No:	14
AM/PM:	AM		Comm	ents: Cu	ımulativ	e Base					
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:	
Volume		-	igurations								
		RTHBOU			UTHBOU			ESTBOU			
EXISTING	LT 51	тн 54	RT 25	LT 360	тн 275	RT 647	LT 93	тн 1514	RT	LT 190 ⁻	TH RT 1437 161
AMBIENT	•••										
RELATED											
PROJECT											
TOTAL	51	54	25	360	275	647	93	1514	111	190	1437 161
LANE SIGNAL		1 1 ng F			1	2 RTOR none>	ी (मे 1   Phasi Prot-I	3	} /	り 1 3 Phasing Prot-Fix	RTOR
Critica	I Movem	ents Diag	ram ——		outhBou	nd	]				
				В		60					
			Bound		٨			Bound		<u>V/C RATIO</u>	LOS
		A:B:	479		Ť		A: [	505 93		0.00 - 0.60	Α
		D.	190				D.	93		0.61 - 0.70	В
					orthBour	nd 40				0.71 - 0.80	С
A = Adjus B = Adjus	ted Left	Volume	Volume	В	:	51				0.81 - 0.90	D
* = ATSAC							]			0.91 - 1.00	E
nesi		h/South C	ritical Mo	vements	= B(N/	'B) + A	(S/B)				
	Wes	t/East Crit	ical Move	ments :	-	/B) + B					
		V	/C =	51	+ 356	+ 50 1375	)5 +	190	= 0.801	L	OS = D

N/S:	١	Vinnetka			W/E:		Victo	ory Bl		I/S No:	1	5
AM/PM:	AM		Comm	nents: Cu	umulativ	e Base						
COUNT D	ATE:			STU	IDY DATE			C	ROWTH	FACTOR:		
Volume	/Lane/Sig	gnal Conf	iguration	s ——								
	NO	RTHBOU		SO	UTHBOU		W	ESTBOUN		FA	STBOUN	
	LT	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	109	841	199	230	1077	234	317	1562	70	63	1309	235
		1						1				
PROJECT												
TOTAL	109	841	199	230	1077	234	317	1562	70	63	1309	235
	ፋ 슈	<u> </u>	4, 1, 4, 5, 5	ፋ 슈		ረተን ላካ ረ	ፋ 슈	<u> </u>	ላተ ላካ	<u>ቁ</u> ፚ	ት <u>ሐ</u> ት	ᡧᠯᡐ᠋
LANE	1	· (+) 4 1 1		1	2 1			2 1			2 1	
	Phasi		RTOR	Phasi	na	RTOR	Phasii	na l	RTOR	Phasin		RTOR
SIGNAL	Prot-F	<u> </u>	Auto	Prot-F	<u> </u>	Auto	Prot-F		Auto	Prot-F	<u> </u>	Auto
ORANAL	110(1		Auto	110(1		Auto	TIOUT		Auto	11011		Auto
	l Movem	ents Diag	ram —									
		sine Biag		۲s	outhBou	nd	1					
				A	A: 4	37						
				E	3: 2	:30						
			Bound		٨			Bound		V/C RAT	<u>o i</u>	LOS
		A:	515		Ť		A:	544		0.00 - 0.6	i0 /	Δ
		В:	63		I		B:	317		0.61 - 0.7	'0 I	В
					lorthBour	nd 520	]			0.71 - 0.8	0 0	C
A = Adjus B = Adjus			Volume			09				0.81 - 0.9		D
* = ATSAC					, <u> </u>	09				0.91 - 1.0		E
Resi	ults —									0.91 - 1.0		
	Nort	h/South C	ritical Mo	vements	= A(N/	B) + B	(S/B)					
	West	t/East Crit	tical Move		,	/B) + A						
		V	/C = —	520	+ 230		17 +	515	= 1.151		LOS =	F
						1375						

### CalcaDB

N/S:	Topha	am St	W/E:		Victo	ory Bl		I/S No:	16
AM/PM:	АМ	Comm	ents: Cumulat	ive Base					
COUNT D	ATE:		STUDY DAT	re:		G	ROWTH	FACTOR:	
Volume	e/Lane/Signal Co	onfigurations	;						
	NORTHBO	DUND	SOUTHBO	UND	W	ESTBOUN	D	EAS	TBOUND
	LT TH	RT	LT TH	RT	LT	TH	RT	LT	TH RT
EXISTING	373 0	5	0 0	0	0	2015	0	0	1288 451
AMBIENT									
RELATED									
PROJECT									
TOTAL	373 0	5	0 0	0	0	2015	0	0	1288 451
	५ क़ २ क़	ᠿᢧᢔ	¶ ∂ 수 A	€₽₩	ቁ ፚ		ሰት ላ	\$ ፚ ት	\$\$ \$\$ \$\$ \$\$
LANE	1	1				2		2	
	Phasing	RTOR	Phasing	RTOR	Phasi	ing R	TOR	Phasing	RTOR
SIGNAL	Prot-Fix	<none></none>	Perm	<none></none>	Perr	m <r< td=""><td>ione&gt;</td><td>Perm</td><td>OLA</td></r<>	ione>	Perm	OLA
	I Movements Di	agram ——							
		5	SouthBo	ound	7				
			A:	0					
			В:	0					
		stBound	/	٨		Bound		V/C RATIO	LOS
	A:	644		ſ	A:	1008		0.00 - 0.60	Α
	В:	0		l	В:	0		0.61 - 0.70	В
			NorthBo	und 5				0.71 - 0.80	С
B = Adjus	ted Through/Rig ted Left Volume		B:	373				0.81 - 0.90	D
* = ATSA(								0.91 - 1.00	Е
Res		0.111.115			(O/D)				
		n Critical Mo [.] Critical Move	·	•	(S/B) 8(E/B)				
	WESI/EASI	V/C =	373 + 0		008 +	0	= 0.969	L	OS = E

N/S:		Corbin /	Ave		W/E:		Victo	ory Bl		I/S No:	17
AM/PM:	AM		Comm	ients: Cu	ımulativ	e Base					
COUNT D	ATE:			STU	DY DATE	<b>:</b>		C	GROWTH	FACTOR:	
Volume		gnal Conf	-								
		RTHBOU			UTHBOL			ESTBOU			BOUND
EXISTING AMBIENT RELATED	17 37	тн 627	RT 97	LT 173	тн 833	RT 323	LT 178	тн 1633	RT 163	LT 98 1	TH         RT           099         16
PROJECT											
TOTAL	37	627	97	173	833	323	178	1633	163	98 1	099 16
LANE SIGNAL	ी ्मि 1 □ Phasi Perr	1 1 ng F			1   1 ng	よう ゆう トート トート トート トート トート トート トート トー	ी ॄे 1 Phasin Pern	1   1 ng		<ul> <li>← ↓ ↓ ↓</li> <li>↑</li> <li>1 ↓ 1</li> <li>Phasing</li> <li>Perm</li> </ul>	↔ ↔ ∲ ∲ 1
	Movem	ents Diag	ram —								
Ginica				S A B	L	nd 578 173					
		-	Bound		٨			Bound		V/C RATIO	LOS
		A:	558		Ť		A:	898		0.00 - 0.60	Α
		B:	98		I		В:	178		0.61 - 0.70	В
					orthBou	nd 362	1			0.71 - 0.80	С
A = Adjus B = Adjus			Volume	В		37				0.81 - 0.90	D
* = ATSAC					- L	×.4				0.91 - 1.00	E
Res											
		h/South C			·	-	(S/B)				
	Wes	t/East Crit V∕	ical Move (C =		+ 578	/B) + B + 89 1500		98	= 1.074	i LC	DS = F

N/S:		Tampa	Ave		W/E:		Victo	ory Bl		I/S No:	18	3
AM/PM:	AM		Comn	nents: C	umulativ	e Base						
COUNT D	ATE:			STL	IDY DATE			G	ROWTH	FACTOR:		
Volume	/Lane/Si	gnal Conf	iguration	s								
		RTHBOU			UTHBOU		144	ESTBOUN			STBOUN	
	LT	TH	RT	LT	ТН	RT	LT	TH	RT		TH	RT
EXISTING	98	733	113	277	1208	234	85	1531	92	58	1445	46
AMBIENT												
RELATED												
PROJECT												
TOTAL	98	733	113	277	1208	234	85	1531	92	58	1445	46
	4 ^	$\land \land \land$	<u></u>	4 A	$\land \land \land$	<u> </u>	4 A	$\land \land \land$	<u></u>	4 ^ /		A
LANE	ਾ (ਦਾ [1]	┬ 孫 ᅚ 2	<b>1</b>	ין קד <b>1</b> □	て _研 で 2	<b>1</b>	੫ ∉ <b>1</b>	┬ 研 ц 1   1		ी कि <b>र</b>	「	
		<u> </u>						<u>I</u>				
	Phasi	<u> </u>	RTOR	Phasi		RTOR	Phasi		RTOR	Phasin	<u> </u>	RTOR
SIGNAL	Prot-F	-IX	Auto	Prot-I	FIX	Auto	Perr	n	Auto	Perm		Auto
	Mayam	anta Dia a										
Critica	INOVER	ents Diag	ram	_s	SouthBour	nd	7					
				4	A: 6	04						
				E	3: 2	77						
		East	Bound —		٨		West	Bound		V/C RATI	<u>o 1</u>	<u>_OS</u>
		<b>A</b> :	746		Д Т		A:	812		0.00 - 0.6	0	4
		B:	58				В:	85		0.61 - 0.7	0 E	3
					NorthBour					0.71 - 0.8		0
A = Adjus			Volume		I	67						
B = Adjus * = ATSAC				E	3:	98				0.81 - 0.9		-
Res	ults —									0.91 - 1.0	U E	<b></b>
	Nort	h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)					
	Wes	t/East Crit	tical Move	ements	= A(W/	(B) + B	(E/B)					
		v	/C = —	98	+ 604		12 +	58	= 1.103	3	LOS =	F
					1	1425						

N/S:		Wilbur A	Ave		W/E:		Victo	ory Bl		I/S No:	19	
AM/PM:	AM		Comm	ients: Cu	umulativ	e Base						
COUNT D	ATE:			STU	DY DATE			C	GROWTH	FACTOR:		
Volume	/Lane/Si	gnal Conf	igurations	,								
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOUN	ND	EAS	STBOUN	D
EVIOTINO	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
	78	606	101	173	1239	167	78	1607	112	61	1651	129
AMBIENT RELATED					1							
PROJECT												
TOTAL	78	606	101	173	1239	167	78	1607	112	61	1651	129
	ፋ ፚ	수	s լን գե	ନ	ት	ት ሳ _ት ላ		수	_{እ Γ} ጶ ፋ _Τ ጶ	∮ ቆ ት	<u>ት                                    </u>	የቅ ላተቅ
LANE		1 1		1	1 1		1	1 1	1 1			
	Phasi	ng F	RTOR	Phasii	ng l	RTOR	Phasi	ng l	RTOR	Phasing	g I	RTOR
SIGNAL Perm Auto Perm Auto Perm Auto Perm Auto												
Critica	i wovem	ents Diag	ram	⊏s	outhBou	nd	1					
				A	: 7	03						
				В	: 1	73						
		EastE	Bound		Δ		West	Bound 860		V/C RATIO		<u>.0S</u>
		B:	61		T		B:	78		0.00 - 0.60	A 0	<b>N</b>
			01		ا orthBour	od				0.61 - 0.70	D E	3
				A	-	54				0.71 - 0.80	D C	;
A = Adjus B = Adjus	ted Left	Volume	Volume	в	:	78				0.81 - 0.90	D C	)
* = ATSAC							J			0.91 - 1.00	D E	
nesi		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)					
	Wes	t/East Crit	tical Move	ments	= B(W/	'B) + A	(E/B)					
		V	/C =	78	+ 703	+ 7 1500	8 +	890	= 1.166	6	LOS =	F

### CalcaDB

N/S:		Reseda	BI		W/E:		Victo	ory Bl		I/S No:	20	)
AM/PM:	AM		Comn	nents: C	umulativ	e Base						
COUNT D	ATE:			ST	UDY DATE			C	GROWTH	FACTOR:		
	e/Lane/Si	gnal Conf	iguration	s —								
, ordine		RTHBOU	-				144	FOTDOU				
	LT	THBOU	RT	LT	OUTHBOU TH	RT	LT	ESTBOUI TH	RT	LT	STBOUN TH	RT
EXISTING	76	788	125	109	1068	176	98	1492	114	110	1822	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	788	125	109	1068	176	98	1492	114	110	1822	73
		$\wedge \wedge \wedge$		1. A	~ ~ ^		1. A	$\wedge \wedge \wedge$		$\Lambda \wedge /$	$\wedge \wedge \wedge$	
LANE	[™] {F  1	^十 孫 年 1   1		ਾ ਹੁੱ <b>1</b>		1 1 1	ਾ ¢7 <b>1</b>	十 _長 て 2	1	भ _द ि 4 [ <b>1</b> ] :	「	
	Phasi	ng l	RTOR	Phas	ing l	RTOR	Phasi	ng	RTOR	Phasin	g l	RTOR
SIGNAL     Prot-Fix     Auto     Prot-Fix     Auto     Prot-Fix     Auto												
Critica	I Movem	ents Diag	ram —									
					SouthBou		7					
					A: 6	22						
					B: 1	09						
			Bound —		٨		_	Bound		V/C RATI	<u>o L</u>	<u>.0S</u>
		A:	632		Ť		A:	746		0.00 - 0.6	A 0	<b>۱</b>
		B:	110		I		B:	98		0.61 - 0.7	0 E	3
					NorthBour A: 4	nd 57				0.71 - 0.8	0 C	;
A = Adjus B = Adjus			Volume			76				0.81 - 0.9	0 C	)
* = ATSAC							]			0.91 - 1.0		
Res	ults —											
		h/South C			•	-	(S/B)					
	Wes	t/East Crit	tical Move		-	(B) + B						
		V	/C = —	76			16 +	110	= 1.130	)	LOS =	F
		V	/C = —	76		+ 74 1375	16 +	110	= 1.130	)	LOS =	F

### CalcaDB

AM/PM:       AM       Comments:       Cumulative Base         COUNT DATE:       STUDY DATE:       GROWTH FACTOR:         Volume/Lane/Signal Configurations       SOUTHBOUND       WESTBOUND         LT       TH       RT         RELATED       Image: Comment in the
Volume/Lane/Signal Configurations       NORTHBOUND       LT     TH       RELATED
NORTHBOUND         SOUTHBOUND         WESTBOUND         EASTBOUND           LT         TH         RT         RT         TH         RT         RT         TH         RT
LT     TH     RT     LT     LT     TH     RT     LT     <
LT     TH     RT     LT     LT     TH     RT     LT     <
AMBIENT     Image: State of the
RELATED
TOTAL         2         1762         108         31         2458         0         9         0         27         2         0
ላ ራ ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR
SIGNAL Perm Auto Perm Auto Perm Auto Perm Auto Perm <a href="https://www.signature.com">https://www.signature.com</a>
Critical Movements Diagram
SouthBound
A: 819
B: 31
EastBound V/C RATIO LOS
A: 2 A: 27 0.00 - 0.60 A
B: 2 B: 9 0.61 - 0.70 B
NorthBound 0.71 - 0.80 C
A = Adjusted Through/Right Volume B = Adjusted Left Volume B: 2 0.81 - 0.90 D
* = ATSAC Benefit 0.91 - 1.00 E
Results
North/South Critical Movements = $B(N/B) + A(S/B)$
West/East Critical Movements = A(W/B) + B(E/B)
$V/C = \frac{2 + 819 + 27 + 2}{1500} = 0.567$ LOS = A

### CalcaDB

N/S:	De So	to Ave		W/E:		Erwi	in St		I/S No:	22
AM/PM:	AM	Comm	ients: Cu	umulativ	e Base					
COUNT D	ATE:		STU	DY DATE			(	GROWTH	FACTOR:	
Volume	/Lane/Signal C	onfiguration	s ——							
	NORTHB	OUND	SO	UTHBOU	ND	W	ESTBOU	ND	EAST	BOUND
EVICTING	LT TH	RT	LT	TH	RT	LT	TH	RT	LT	TH RT
EXISTING	172 137	6 7	30	2223	173	31	23	46	54	4 178
AMBIENT RELATED										
PROJECT										
TOTAL	172 137	6 7	30	2223	173	31	23	46	54	4 178
		I			I]			]]		
LANE	𝑘 𝑘 𝑘 𝑘 𝑘 𝑘 𝑘 𝑘 𝑘 𝑘 𝑘 𝑘 𝑘						1 1			
		1		2   1		1	1 1		1	1 1
	Phasing	RTOR	Phasi	<b>.</b>	RTOR	Phasir		RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Pern	n	Auto	Split		Auto	Split	Auto
	l Movemente Di									
Critica	I Movements D	ayrann	∟s	outhBou	nd	1				
			A	.: 7	99					
			В	: :	30					
	_	stBound		٨		_	Bound		V/C RATIO	LOS
	A:	91		Ť		A:	46		0.00 - 0.60	Α
	B:	54		  arthBaur	a d	В	31		0.61 - 0.70	В
			A	lorthBour	61				0.71 - 0.80	С
B = Adjus	ted Through/Ri ted Left Volume		В	:	72				0.81 - 0.90	D
* = ATSAC						]			0.91 - 1.00	E
Resi		h Critical Mo	vements	= B(N/	B) + A	(S/B)				
		Critical Move		·	′B) + A	. ,				
		V/C =	172	+ <b>799</b>	+ 4 1425	6 +	91	= 0.778	LC	0S = C

## CalcaDB

N/S: Winnetka Ave W/E: Brahma Dr/Calvert St I/S No: 23 AM/PM: AM Comments: Cumulative Base													
AM/PM:	AM		Comm	ents: C	umulativ	e Base							
COUNT D	ATE:		]	STL	JDY DATE				GROWTH	FACTOR:			
Volume	/Lane/Signa	l Config	urations	,									
		HBOUNI			DUTHBOU		W	ESTBOU		ΕΔ	STBOU		
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	155 1	051	0	4	1267	139	52	23	68	39	0	38	
AMBIENT													
PROJECT													
TOTAL	155 1	051	0	4	1267	139	52	23	68	39	0	38	
			₼ 4	ቁ <del>ক</del>	ት <u>ኡ</u> ት	ል የቅ ላተ	५ ॢि	ት 🚓 ና	לדף לק <u>ל</u>	∮ ኇ ና	<u>ک</u> د	ᡷᢩ᠕ᡧ	
4													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Prot-Fix <none>     Perm     OLA     Split     Auto     Split     Auto</none>													
Critical Movements Diagram													
SouthBound													
						34							
				E	3:	0							
	Γ	EastBo	ound <u> </u>		٨		Westl A:	Bound 91		V/C RATIO	<u>כ</u>	<u>LOS</u>	
		л. В:			T		B:	52		0.00 - 0.60	)	Α	
		D.	21		levih Devu	- d	<u>р.</u>	52		0.61 - 0.70	)	В	
					NorthBour A: 5	10 26				0.71 - 0.80	)	с	
	ted Through ted Left Volu		/olume	E	I	55				0.81 - 0.90	)	D	
* = ATSAC					L		]			0.91 - 1.00	)	E	
Resi													
			tical Mov			-	(S/B)						
	west/Ea	IST Critic	al Movei	ments 155	= A(W/ + 634	′B) + B + 9		21					
		V/C	;= —	155		+ 3 1375	<u> </u>	21	= 0.655	;	LOS =	В	

## CalcaDB

N/S:     De Soto Ave     W/E:     Oxnard St     I/S No:     24       AM/PM:     AM     Comments:     Cumulative Base														
AM/PM:	AM	Comn	nents: Cu	umulativ	e Base									
COUNT D	ATE:		STU	DY DATE			(	GROWTH	FACTOR:					
	e/Lane/Signal C	onfiguration	s ——											
	_	_		UTHBOU		14/	FOTDOLL							
	LT TH		LT	TH	ND RT	LT	ESTBOU TH	RT	LT	TBOUN TH	RT			
EXISTING	127 142		54	2267	238	241	466	62	57	166	82			
AMBIENT														
RELATED														
PROJECT														
TOTAL	127 142	9 31	54	2267	238	241	466	62	57	166	82			
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto														
Critica	Critical Movements Diagram													
			A		35									
			в	: :	54									
	_	astBound —		٨		_	Bound		V/C RATIC	<u>) L</u>	<u>os</u>			
	A:	166		Ť		A:	264		0.00 - 0.60	A	L.			
	В:	57		 	_	В:	241		0.61 - 0.70	В				
				lorthBour	nd  87			_	0.71 - 0.80	с	;			
	ted Through/Ri ted Left Volum		в	L	27				0.81 - 0.90	D				
* = ATSA0	C Benefit			L		J			0.91 - 1.00	E				
Res						(0 (7))								
		h Critical Mo			-	(S/B) (F/B)								
	West/East Critical Movements = $B(W/B) + A(E/B)$ $V/C = \frac{127 + 835 + 241 + 166}{1500} = 0.913$ LOS = E													
		¥/U =		1	1500			_ 0.010	-					

## CalcaDB

N/S:	N/S:     Winnetka Ave     W/E:     Oxnard St     I/S No:     25       AM/PM:     AM     Comments:     Cumulative Base												
AM/PM:	AM		Comn	nents: C	umulativ	e Base							
COUNT D	ATE:			ST	UDY DATE			(	GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	iguration	s —									
		RTHBOU			OUTHBOU		14/	ESTBOU			STBOU		
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	52	1096	48	32	1456	230	58	260	13	151	287	69	
AMBIENT													
RELATED													
PROJECT													
TOTAL	52	1096	48	32	1456	230	58	260	13	151	287	69	
	4 \		A	<u>ل</u> ۸		<u> </u>	4 A	$\wedge \wedge \land$	<u>A-N A-</u>	4 ^ /	$ \land \land \land$		
4     2     2     3     4     2     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4													
LANE     1     1     1     1     1     1     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
SIGNAL Perm Auto Perm Auto Perm Auto Perm Auto													
Critical Movements Diagram													
ontica	Critical Movements Diagram												
					A: 8	43							
					B: :	32							
		EastE	Bound 287		Λ		West	Bound 331		<u>V/C RATI</u>	<u>o</u>	<u>LOS</u>	
		B:			T		B:	58		0.00 - 0.6	0	Α	
		В.	151		 Nawih Dawa	- d	D.	50		0.61 - 0.7	0	В	
					NorthBour A: 5	10 72				0.71 - 0.8	0	с	
A = Adjus B = Adjus	ted Left	Volume	Volume		B:	52				0.81 - 0.9	0	D	
* = ATSAC							J			0.91 - 1.0	0	E	
Resi		h/South C		Vemente	s = B(N/	 B) ⊥ ^	(S/B)						
					•	-							
	West/East Critical Movements = A(W/B) + B(E/B) V/C = 												
		-				1500							

## CalcaDB

N/S:     De Soto Ave     W/E:     Burbank Bl     I/S No:     26       AM/PM:     AM     Comments:     Cumulative Base													
AM/PM:	AM	Comm	ents: Cu	umulative	e Base								
COUNT D	ATE:		STU	DY DATE	:		(	GROWTH	FACTOR:				
Volume	e/Lane/Signal Co	onfigurations											
	NORTHBO			UTHBOU			ESTBOU			STBOU			
EXISTING	LT TH	RT 7 0	LT 0	тн 1605	RT 690	LT 0	тн 0	RT 0	LT 164	<u>тн</u> 0	RT 129		
AMBIENT													
RELATED													
PROJECT													
TOTAL	242 1617	7 0	0	1605	690	0	0	0	164	0	129		
	₲ 순 수 쇼	ት ቀ		ት	(	५ ि	수	ት የካ <del>አ</del>		ے میں د	ራ የት ላካ		
4 分 午 歲 後 庐 钟 4 分 午 歲 後 庐 钟 4 分 午 歲 後 庐 钟       LANE     1     3     2     1     2     2													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL     Perm     Auto     Split     Auto													
Critical Movements Diagram													
			A		65								
			В	:	0								
	Eas A:	stBound		Λ		Westl	Bound 0		V/C RATIO	<u>0</u>	<u>LOS</u>		
				T					0.00 - 0.6	D	Α		
	В:	90				B:	0		0.61 - 0.70	D	В		
				lorthBour	id 39				0.71 - 0.80	D	с		
B = Adjus	ted Through/Rig ted Left Volume		в	: 2	42				0.81 - 0.90	D	D		
* = ATSAC						]			0.91 - 1.00	0	E		
Resi		Critical Mov	/ements	= B(N/	B) + ∆	(S/B)							
	North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + B(E/B)												
$V/C = \frac{242 + 765 + 0 + 90}{1500} = 0.731 \qquad LOS = C$													

## CalcaDB

N/S:         De Soto Ave         W/E:         101 WB Ramps         I/S No:         27           AM/PM:         AM         Comments:         Cumulative Base													
AM/PM:	AM	Comm	nents: Cu	umulativ	e Base								
COUNT D	ATE:		STU	DY DATE	:			GROWTH	FACTOR:				
Volume	/Lane/Signal (	Configuration	s ———										
				UTHBOU		WE	STBOU		FA	STBOUN			
	LT TI		LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	192 14	69 0	0	1213	598	157	5	647	0	0	0		
				-									
RELATED PROJECT													
TOTAL	192 14	69 0	0	1213	598	157	5	647	0	0	0		
		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	ፋ 슈	<u>ት                                    </u>	ረተን ላካ ያ	ቁ ቍ 4	<u>ک</u> ہے ج	ት ቀ	ፋ 순 ሩ	> <u> </u>	ረጉቅ ላካ ያ		
4													
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Prot-Fix     Perm     Auto     Split     Auto     Image: Split													
SIGNAL Prot-Fix Perm Auto Split Auto													
Critical Movements Diagram													
SouthBound													
			A	.: 5	98								
			B	:	0								
		astBound		٨		WestB			V/C RATIO	<u>o I</u>	LOS		
	A			Ť		A:	326		0.00 - 0.60	D A	4		
	В	: 0		 		В:	157		0.61 - 0.70	D E	В		
				lorthBour	nd 35			_	0.71 - 0.80	0 0	C		
	ted Through/F ted Left Volun		B		92				0.81 - 0.9	о с	D		
* = ATSA				-		J			0.91 - 1.00		E		
Res	ults												
		th Critical Mo		•	-	(S/B)							
	West/East Critical Movements = A(W/B) + A(E/B)												
		V/C =	192	+ 598	+ 32	26 +	0	= 0.783	}	LOS =	C		
					720								

N/S:		De Soto	Ave		W/E:		101 EB	Ramps		I/S No:	2	28	
AM/PM:	AM		Comn	nents: Cu	mulativ	e Base							
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:			
										L			
Volume	/Lane/Si	gnal Conf	iguration	s ——									
	NC	RTHBOU	ND	SO	UTHBOU	IND	WE	STBOU	ND	EAS	STBOU	ND	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	0	848	129	1006	419	0	0	0	0	728	5	439	
		1											
RELATED PROJECT													
TOTAL		0.40	100	1000	410			•		700	~	400	
TOTAL	0	848	129	1006	419	0	0	0	0	728	5	439	
	∮ ନୁ	수	ᡷ᠇᠈᠂ᢔ	ᡩᢩᡒ᠂	ት 🚓 ና	ሳ  ሳ	ᡩᡒᡝ	ት 🚓 ና	ት የካ	ዓ 순 ና	<u>ک</u> ہ د	ት ቀ	
4 分 수 森 숙 庐 钟 4 分 수 森 숙 庐 钟 4 分 수 森 숙 庐 钟       LANE     3     1     2     2     1     1     1													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Perm <none>     Prot-Fix     <none>     Split     Auto</none></none>													
SIGINAL Perm <none> Prot-Fix <none> Split Auto</none></none>													
Critical Movements Diagram													
					outhBou		]						
				A		210							
				В	:	553							
		EastE	Bound 439		Δ		WestE	Bound 0		V/C RATIO	<u>0</u>	<u>LOS</u>	
		B:	367				B:	0		0.00 - 0.60	)	Α	
			001		ا orthBou	nd		Ū		0.61 - 0.70	)	В	
				A		283				0.71 - 0.80	0	с	
A = Adjus B = Adjus	ted Left	Volume	t Volume	в	:	0				0.81 - 0.90	)	D	
* = ATSAC							]			0.91 - 1.00	)	E	
Resu		h/South C	ritical Mo	vemente	Λ/Ν/	(R) . P	(S/B)						
	North/South Critical Movements = A(N/B) + B(S/B) West/East Critical Movements = A(W/B) + A(E/B)												
					+ 553	-		439	0 005		LOS =	D	
		V	/C =			1425			<b>= 0.895</b>		200 2	U	

N/S:	D	e Soto	Ave		W/E:		Vent	ura Bl		I/S No:	29			
AM/PM:	AM		Comm	ents: (	Cumulativ	e Base								
COUNT D	ATE:			ST	UDY DATE			C	GROWTH	FACTOR:				
Volume	/Lane/Sig	nal Conf	igurations	" —										
	NOB	THBOU	ND	S	OUTHBOU	ND	W	ESTBOU	ND	EAS	TBOUND	)		
EXISTING	LT 103	TH	RT	LT	TH	RT	LT 67	TH	RT	LT	TH	RT 67		
AMBIENT	103	283	146	708	205	415	67	1276	450	252	1323	67		
RELATED														
PROJECT														
TOTAL	103	283	146	708	205	415	67	1276	450	252	1323	67		
		v								<u>ቁ</u> ቆ ቀ		Lp dlp		
LANE	ANE 1 1 1 2 1 1 1 1 1 1 2 1													
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL														
Critical Movements Diagram														
SouthBound														
					A: 2	05								
					B: 3	89								
	[	EastE	Bound 463		Ą		West	Bound 425		V/C RATIC	<u>) L(</u>	<u> 25</u>		
		B:	252				B:	67		0.00 - 0.60				
	l				NorthBou	nd				0.61 - 0.70	В			
	ted Thus		V			15				0.71 - 0.80	С			
	ted Throug ted Left Vo		voiume		B: 1	03				0.81 - 0.90	D			
- ATSAC				Ĺ			J			0.91 - 1.00	E			
Res		South C	ritical Mo	vement	s = A(N/	B) + B	(S/B)							
					·	-								
	West/East Critical Movements = A(W/B) + B(E/B) V/C = $\frac{215 + 389 + 425 + 252}{1375}$ = 0.932 LOS = E													

## CalcaDB

N/S:		/innetka			W/E:		101 WB	Ramps	i	I/S No:	3(	)	
AM/PM:			Comm	nents: Cu	umulativ	e Base							
COUNT D	ATE:			STU	JDY DATE			(	GROWTH	FACTOR:			
<u> </u>													
Volume	/Lane/Sig		-										
		RTHBOUI TH	ND RT		UTHBOU TH	ND RT	LT	STBOU TH	ND RT		STBOUN TH	ID RT	
EXISTING	152	865	0	0	1065	466	360	2	505	0	0	0	
AMBIENT													
RELATED													
PROJECT													
TOTAL	152	865	0	0	1065	466	360	2	505	0	0	0	
	<b>6</b> Α Δ	2 <u>2</u> 2	ሰት ላካ	ሌ 수		ላ ተን ፋተ	<b>6</b> Δ Δ		ረትን የተ	<b>ά</b> φ 4	>	ላ ተን ፋተ	
4 分 수 森 숙 庐 钟 4 分 수 森 숙 庐 钟 4 分 수 森 숙 庐 钟       LANE     1     2     1     1     1													
LANE     1     2     1     1     1     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
SIGNAL Prot-Fix <none> Perm Auto Split Auto</none>													
Critical Movements Diagram													
SouthBound													
				4	A: 5	33							
				E	3:	0							
		EastE	Bound <u> </u>		٨		WestE	Bound 289		V/C RATI	<u>o I</u>	<u>_OS</u>	
		B: [	0		T		B:	289		0.00 - 0.6	0 /	۹.	
		В.	U	<u> </u>	 Iawih Dawa	- d		209		0.61 - 0.7	0 1	В	
					NorthBour A: 4	10 33				0.71 - 0.8	0 0	C	
A = Adjus B = Adjus			Volume	E	I	52				0.81 - 0.9	0 1	D	
* = ATSAC					L		J			0.91 - 1.0	0 I	E	
Resi													
			ritical Mo		•	-	(S/B) (E/B)						
	west/	East Unit	ical Move	152	= A(W/ + 533	B) + A + 28	(⊏/В) 39 +	0					
		V/	C = —			1425			= 0.684	Ļ	LOS =	В	

## CalcaDB

N/S:		Vinnetka	Ave		W/E:		101 EB	Ramps		I/S No:		31	
AM/PM:	AM		Comm	nents: Cu	ımulativ	e Base							
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Con	iguration	s									
	NC	RTHBOU	ND	SO	UTHBOU	ND	W	STBOU	ND	EA	STBOU	ND	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	0	621	211	474	950	0	0	0	0	396	0	230	
AMBIENT					1								
RELATED													
PROJECT													
TOTAL	0	621	211	474	950	0	0	0	0	396	0	230	
	<b>6</b> Δ		۰ ۵۰۰۰ ۲۰۰۵	6 Δ		ረትን ሌ	<b>6</b> Δ.		ላ ት ላት	4 Δ Z		△ ኯ ፋኑ	
4 & A & A & A & A & A & A & A & A & A &													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Perm <none>     Prot-Fix     <none>     Split     Auto</none></none>													
SIGNAL   Perm <none>   Prot-Fix   <none>   Split   Auto</none></none>													
Critical Movements Diagram													
			-	∟s	outhBou	nd	1						
				A	.: 4	75							
				В	: 4	74							
		Eastl	Bound 230		Δ		Westl	Bound 0		V/C RATI	<u>0</u>	<u>LOS</u>	
		B:	396				B:	0		0.00 - 0.6	0	Α	
		D.			ا orthBou	nd		Ū		0.61 - 0.7	0	В	
				A		811				0.71 - 0.8	0	с	
A = Adjus B = Adjus	ted Left	Volume	t Volume	в	:	0				0.81 - 0.9	0	D	
* = ATSAC							]			0.91 - 1.0	0	E	
Resu		h/South C	ritioal Ma	vomente	_ A/NI	(B) . P	(C/P)						
	North/South Critical Movements = A(N/B) + B(S/B) West/East Critical Movements = A(W/B) + B(E/B)												
	$V/C = \frac{311 + 474 + 0 + 396}{1000000000000000000000000000000000000$												
		V	/C =	311		+ ( 1425	) +	396	= 0.829		LOS =	D	

## CalcaDB

N/S:	N/S:     Winnetka Ave     W/E:     Ventura BI     I/S No:     32       AM/PM:     AM     Comments:     Cumulative Base													
AM/PM:	AM		Comn	nents: Cu	umulativ	e Base								
	ATE:			STU	DY DATE	E:		(	GROWTH	FACTOR:				
Volume	e/Lane/Sid	gnal Conf	iguration	s										
		RTHBOU	-		UTHBOU		W	ESTBOU		ΕΔ	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	90	328	36	335	412	329	82	792	218	288	1393	84		
AMBIENT														
RELATED														
PROJECT														
TOTAL	90	328	36	335	412	329	82	792	218	288	1393	84		
	6 ↔	4 <u>4</u> 4	⟨ <b>}</b> ⟩ ⟨⟩	\$ 🔶	4 4 4	4+λ 4⊓ ≤	ፋ 🔶	4 <u>4</u> 4	<u></u> Ан} 4п 4	<u> </u>	2 4 4	 		
LANE														
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
PhasingRTORPhasingRTORPhasingRTORSIGNALSplitAutoSplitOLAPermOLAProt-FixAuto														
	SIGNAL Split Auto Split OLA Perm OLA Prot-Fix Auto													
Critica	Critical Movements Diagram													
				∟s	outhBou	nd	7							
				Δ	.:	112								
				B	: 1	84								
			Bound 492		٨		Westl	Bound 396		<u>V/C RATI</u>	<u>o L</u>	<u>_OS</u>		
		A: B:			T		B:	82		0.00 - 0.6	0 A	4		
		D:	288		ا IorthBou	n d	В.	02		0.61 - 0.7	0 E	3		
				A		364				0.71 - 0.8	o c	<b>C</b>		
A = Adjus B = Adjus	ted Left		Volume	В	:	90				0.81 - 0.9	0 [	D		
* = ATSA(							J			0.91 - 1.0	0 Е	E		
Res		n/South C	ritical Mo	vements	= A(N	/B) + A	(S/B)							
			ical Move		•	/B) + B								
	$V/C = \frac{364 + 412 + 396 + 288}{1375} = 1.062$ LOS = F													

N/S:     De Soto Ave     W/E:     Saticoy St     I/S No:     1       AM/PM:     PM     Comments:     Cumulative Base													
AM/PM: PM Comments: Cumulative Base													
COUNT DATE: GROWTH FACTOR:													
Volume/Lane/Signal Configurations													
	BOUND												
LT TH RT LT TH RT LT TH RT LT	TH RT												
	169 78												
RELATED													
TOTAL 101 1333 140 127 1099 146 101 886 105 140 1	169 78												
ላ													
你 分 分 歲 後 停 师 你 分 分 歲 後 停 师 你 分 分 歲 後 停 师 你 分 分 歲 後 停 师       LANE     1     2     1     1     1     1     1     1													
LANE     1     2     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1													
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Prot-Fix     Auto     Perm     Auto     Prot-Fix     Auto													
Critical Movements Diagram													
A: 623													
B: 127													
EastBound     WestBound       A:     624	LOS												
0.00 - 0.60	Α												
B: 140 B: 101 0.61 - 0.70	В												
NorthBound         0.71 - 0.80	С												
A = Adjusted Through/Right Volume     A: 431       B = Adjusted Left Volume     B: 101       0.81 - 0.90	D												
* = ATSAC Benefit 0.91 - 1.00	E												
	E												
North/South Critical Movements = B(N/B) + A(S/B)													
West/East Critical Movements = B(W/B) + A(E/B)													
$V/C = \frac{101 + 623 + 101 + 624}{1375} = 1.054$ LOS = F													

# CalcaDB January

N/S:	N/S:     Mason Ave     W/E:     Saticoy St     I/S No:     2       AM/PM:     PM     Comments:     Cumulative Base													
AM/PM:	PM		Comm	ients: Cu	ımulativ	e Base								
COUNT D	ATE:			STU	DY DATE	E:		C	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations	s ——										
		RTHBOU	-		UTHBOU		W	ESTBOU		ΕΔ	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	101	923	83	116	782	128	94	978	81	169	1191	109		
AMBIENT					 									
RELATED														
PROJECT														
TOTAL	101	923	83	116	782	128	94	978	81	169	1191	109		
	ፋ ፹		ረተት ላካ	<b>6</b> ↔	4 4 4	ᡩ᠇ᡕᡧ	6 ↔	4 4 4 4	∖ 	\$ <del>\$</del> 4	4 4 4 4			
4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟       LANE     1     1     1     1     1     1														
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto														
SIGNAL Perm Auto Perm Auto Perm Auto Perm Auto														
Critical Movements Diagram														
Citica	Critical Movements Diagram													
				A	: 4	155								
				в	:	16								
		EastE	Bound —		٨		West	Bound		V/C RATI	<u>o I</u>	<u>_OS</u>		
		A:	650		Ť		A:	530		0.00 - 0.6	60 A	4		
		В:	169				B:	94		0.61 - 0.7	'O E	3		
		-			orthBou	nd	1			0.71 - 0.8	60 C	<b>C</b>		
A = Adjus			Volume	В		01				0.81 - 0.9		)		
B = Adjus * = ATSAC					•	UI				0.91 - 1.0				
— Resi	ults —									0.91 - 1.0				
	Nort	h/South C	ritical Mo	vements	= A(N	/B) + B	(S/B)							
	Wes	t/East Crit	ical Move	ments	-	/B) + A	(E/B)							
		V	/C =	503	+ 116		4 +	650	= 0.909	)	LOS =	E		
						1500								

# CalcaDB January 28, 20

N/S:	N	Vinnetka	Ave		W/E:		Satic	oy St		I/S No:	3			
AM/PM:	PM		Comm	ients: Cu	umulativ	e Base								
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	igurations	; —										
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOU	ND	EA	STBOUN	D		
EXISTING	LT 142	тн	RT 120	LT 166	тн 1046	вт 163	LT 87	тн 850	RT 157	LT 134	тн 968	RT 126		
AMBIENT	142		120	100	1040	103	07	050	157	134	900	120		
RELATED														
PROJECT														
TOTAL	142	1111	120	166	1046	163	87	850	157	134	968	126		
	ፋ 🕁	<u>ት ሕ</u> ቲ	ና ^լ ን «ተን	∮ ፚ	ት 🚓 ቲ	ሳተን ላ ¹ ላ	ፋ ፚ	ት 🚓 ና	ት ሳ _ት ቆ	ᡩᢩᢓᠵ᠘	2 <u>2</u> 2	ላተቅ ላነ		
4 分 수 歲 贷 ሶ ጭ 4 分 수 歲 贷 ሶ ጭ 4 分 수 歲 贷 ሶ ጭ       LANE     1     1     1     2     1     1     1     1     1														
	LANE     1     1     1     1     1     1     1     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto														
<u> </u>														
Critica	Critical Movements Diagram SouthBound SouthBound													
•														
				В	: 1	66								
		EastE	Bound	<b> </b>	٨		West	Bound 504		V/C RATI	<u>o 1</u>	<u>.0S</u>		
		B:	547 134		Ť		B:	87		0.00 - 0.6	0 4	A		
		D.	104		ا orthBour			07		0.61 - 0.7	0 E	3		
				A	<i></i>	10 16				0.71 - 0.8	o c	;		
A = Adjus B = Adjus	ted Left V	Volume	Volume	в	: 1	42				0.81 - 0.9	ο σ	)		
* = ATSAC										0.91 - 1.0	0 E			
Resu		h/South C	ritical Mo	vements	= A(N/	B) + B	(S/B)							
			ical Move		•	-	(E/B)							
		V	/C =	616	+ 166	+ 50 1500	)4 +	134	= 0.947	,	LOS =	E		

N/S:		De Soto	Ave		W/E:		Sherm	an Way		I/S No:	4			
AM/PM:	РМ		Comm	nents: Cu	umulativ	e Base								
COUNT D	ATE:			STU	DY DATE			C	GROWTH	FACTOR:				
	/Lane/Si	gnal Conf	iguration	s ——										
Volume		RTHBOU	-		UTHBOU		W	ESTBOU		EA	STBOUN			
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT		
EXISTING AMBIENT	121	1749	297	110	1046	162	178	1062	139	186	1815	153		
RELATED PROJECT														
TOTAL	121	1749	297	110	1046	162	178	1062	139	186	1815	153		
LANE	4 分 分 録 ☆ ゆ ゆ 分 分 録 ☆ ゆ ゆ め ♂ ク 録 ☆ ゆ ゆ         1       2       1       1       1       2       1       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       2       1       1       2       1       1       2       1       1       2       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1													
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL														
	l Movem	ents Diag	ram ——											
Critical Movements Diagram SouthBound A: 604														
				B	: 1	10								
		EastE	Bound		Δ		West	Bound 400		V/C RATIO	<u>o L</u>	<u>.0S</u>		
		В:	186				B:	178		0.00 - 0.60				
					lorthBour	nd	1			0.61 - 0.70				
A = Adjus			Volume	A	ī	i82				0.71 - 0.80				
B = Adjus * = ATSAC				В	: 1	21				0.81 - 0.9				
Res	ults —									0.91 - 1.00	0 E			
		h/South C			·	-	(S/B)							
	Wes	t/East Crit	ical Move		= B(W/ + 110	-		656						
		V	/C = —			1425	<u>т</u>		= 1.141		LOS =	F		

N/S:		Mason /	Ave		W/E:		Sherm	an Way		I/S No:	5			
AM/PM:	PM		Comn	nents: Cu	ımulativ	e Base								
COUNT D	ATE:			STU	DY DATE	E:		C	BROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s ——										
	NO	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOUN	ND	EAS	STBOUN	D		
EXISTING	LT 72	тн 911	вт 64	LT 112	тн 700	RT 143	LT 83	тн 1139	RT 89	LT 149	тн 1265	RT 54		
AMBIENT	12	911	04	112	700	143	03	1139	09	149	1205	54		
RELATED														
PROJECT														
TOTAL	72	911	64	112	700	143	83	1139	89	149	1265	54		
	ፋ 순	4 <u>6</u> 6	ላተን ላካ ያ	ፋ 순	<u> </u>	ᡧ᠇ᢣ᠂ᡧ	ፋ 순	4 <u>6</u> 4	ረተን ላካ ረ	∮ ፚ ና	- - - - - - - - - - - - - - - - - - -	የት ፋተ		
LANE	· (+	· (+) + 1 1					1 1	2 1						
	LANE     1     1     1     1     1     2     1     1     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
SIGNAL														
Critica	I Movem	ents Diag	ram	гs	outhBou	nd	1							
Critical Movements Diagram SouthBound A: 422														
				в	:	12								
		EastE	Bound 440		Λ		West	Bound 409		V/C RATIO	<u>2</u>	<u>.0S</u>		
		B:	149		T		B:	83		0.00 - 0.60	) 4	N N		
					ا orthBou	nd				0.61 - 0.70	) E	3		
	4 <b>-</b>			A		na 188				0.71 - 0.80	) C	;		
A = Adjus B = Adjus * = ATSA0	ted Left V	Volume	volume	В	:	72				0.81 - 0.90	) [	)		
r = ATSAC							]			0.91 - 1.00	) E	<u> </u>		
1105		h/South C	ritical Mo	vements	= A(N/	/B) + B	(S/B)							
	Wes	t/East Crit	tical Move	ements	= A(W	/B) + B	(E/B)							
		V	/C = —	488	+ 112	+ 40 1500	)9 +	149	= 0.772	e I	LOS =	с		

N/S:	١	Vinnetka	Ave		W/E:		Sherm	an Way		I/S No:	6		
AM/PM:	PM		Comm	ents: Cu	ımulativ	e Base							
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Confi	igurations	,									
		RTHBOUN	ND		UTHBOU			ESTBOU			STBOUN	ID	
EXISTING	LT 172	тн 1148	вт 95	LT 179	тн 939	вт 156	LT 90	тн 986	RT 156	LT 154	тн 1114	RT 111	
								1					
RELATED PROJECT													
TOTAL	172	1148	95	179	939	156	90	986	156	154	1114	111	
は、     ホート・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・													
Critica	l Movem	ents Diagi	ram ——										
Critical Movements Diagram SouthBound A: 470 B: 179													
		EastB	Bound 408		٨		West	Bound 381		V/C RAT	<u>IO I</u>	<u>_OS</u>	
		B:	154		T		B:	90		0.00 - 0.6	60 <i>I</i>	4	
					ا IorthBou	nd				0.61 - 0.7	'0 I	3	
	4 <b>-</b>		Mal	A	·····	522				0.71 - 0.8	0 0	C	
A = Adjus B = Adjus * = ATSAC	ted Left V	Volume	voiume	В	: 1	72				0.81 - 0.9	00 I	כ	
- Resu							<b>_</b>			0.91 - 1.0	0 1	■	
1630	Nort	h/South C			•	-	(S/B)						
	Wes	t/East Crit V/	ical Move C =		+ 179	-	(E/B) 31 +	154	= 0.972	2	LOS =	E	

N/S:		De Soto	Ave		W/E:		Vanov	wen St		I/S No:	7		
AM/PM:	PM		Comm	ients: Cu	ımulativ	e Base							
	ATE:			STU	DY DATE	E:		(	GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Conf	igurations	, —									
	NC	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOU	ND	EA	STBOUN	D	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING AMBIENT	62	1618	124	117	992	220	109	929	143	179	1432	104	
RELATED													
PROJECT													
TOTAL	62	1618	124	117	992	220	109	929	143	179	1432	104	
	ፋ 슈	~ <u>~</u> ~	ላተን ላካ	ፋ 순	4 4 4	ረተ ቀ	ፋ 순	4 <u>6</u> 4	ረተን ላካ ሩ	ፋ 순 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	«ተቅ «ካ	
4 分 午 益 贷 户 钟 4 分 午 益 贷 户 钟 4 分 午 益 贷 户 钟 4 分 午 益 贷 户 钟       LANE     1     2     1     1     2     1													
	LANE     1     2     1     1     1     2     1     1     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR												
SIGNAL													
Critica	I Movem	ents Diag	ram —	s	outhBou	nd	7						
SouthBound A: 606													
				в	•	117							
			Bound	<b>L</b>	٨		_	Bound		V/C RAT	<u>o L</u>	<u>.os</u>	
		A:B:	512 179		Ť		A:	465 109		0.00 - 0.6	0 A	4	
		D.	173		l 	d		103		0.61 - 0.7	0 E	3	
				A	lorthBou	na 581				0.71 - 0.8	0 C	;	
A = Adjus B = Adjus	ted Left	Volume	Volume	В	:	62				0.81 - 0.9	0 0	)	
* = ATSAC							]			0.91 - 1.0	0 E		
nesi		h/South C	ritical Mo	vements	= A(N/	/B) + B	(S/B)						
	Wes	t/East Crit	tical Move	ments	-	-	(E/B)						
		V	/C =	581	+ 117	+ 46 1375	ò5 +	179	= 0.976	5	LOS =	E	

N/S:		Mason A	Ave		W/E:		Vanov	wen St		I/S No:	8			
AM/PM:	PM		Comm	ients: Cu	ımulativ	e Base								
COUNT D	ATE:			STU	DY DATE			C	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Confi	igurations	, ——										
	NO	RTHBOUN	ND	SO	UTHBOU	IND	W	ESTBOU	ND	EA	STBOUN	D		
EXISTING	LT 34	тн 678	RT 44	LT 102	тн 529	RT 138	LT 54	тн 944	RT 91	LT 214	тн 1212	RT 63		
AMBIENT	34	0/0	44	102	529	130	54	944	91	214	1212	03		
RELATED														
PROJECT														
TOTAL	34	678	44	102	529	138	54	944	91	214	1212	63		
	ፋ 순	<u>ት ሕ ት</u>	ላተቅ ላነ	ፋ 슈	ት ሐ ና	<u>ү</u> рүн	ፋ 슈	ት	≿ rÞ 4⊤Þ	ፋ 순 4	ት <u>ኡ</u> ት	ላተቅ ላነ		
4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟 4 分 午 歲 贷 户 钟         1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1 </td														
	LANE     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1													
SIGNAL														
Critica	I Movem	ents Diagi	ram —		outhPou	nd	-							
Critical Movements Diagram SouthBound A: 334														
				в		02								
		EastB	Bound		٨		West	Bound		V/C RAT	<u>IO L</u>	<u>.0S</u>		
		A:	638		Ť		A:	518		0.00 - 0.6	60 A	4		
		B:	214		I		В:	54		0.61 - 0.7	'0 E	3		
				A	orthBou	nd 361				0.71 - 0.8	60 C	;		
A = Adjus B = Adjus	ted Left V	Volume	Volume	в		34				0.81 - 0.9	00 E	D		
* = ATSAC										0.91 - 1.0	10 E			
Resu		h/South C	ritical Mo	vements	= A(N/	(B) + B	(S/B)							
		t/East Crit			•	/B) + B								
		V/	C = —	361	+ 102	+ 51 1500	18 +	214	= 0.797	7	LOS =	с		

N/S:	I	Vinnetka	Ave		W/E:		Vano	wen St		I/S No:	9		
AM/PM:	PM		Com	nents: C	Cumulativ	ve Base							
COUNT D	ATE:			ST	UDY DATI	E:		(	GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	iguration	s —									
	NO	RTHBOU		S	OUTHBOL		w	ESTBOU		FAST	BOUND		
	LT	ТН	RT	LT	ТН	RT	LT	ТН	RT		TH RT		
EXISTING	98	1139	101	130	897	94	91	955	120	121 1 ⁻	110 84		
AMBIENT								_					
RELATED													
PROJECT													
TOTAL	98	1139	101	130	897	94	91	955	120	121 1 ⁻	110 84		
		~ ~ ~			~ ~ /			$\wedge \wedge \wedge$		$\Lambda \land \land$			
LANE	[♥] (T	十一番 1 1		ין קד   1			יעד   <b>1</b>			4 分 ← 2 1 1 1			
LANE     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1													
SIGNAL													
Critica	l Movem	ents Diag	ram —										
					SouthBou								
A: 496													
					B:	130							
		EastE	Bound —		٨		_	Bound		V/C RATIO	LOS		
		A:	597		Ť		A:	538		0.00 - 0.60	Α		
		В:	121		ļ		B:	91		0.61 - 0.70	В		
					NorthBou	nd 620	1			0.71 - 0.80	С		
A = Adjus			Volume							0.81 - 0.90	D		
B = Adjus * = ATSAC					B:	98							
	ults —									0.91 - 1.00	E		
		h/South C	ritical Mo	vement	s= A(N	/B) + B	(S/B)						
	Wes	t/East Crit	ical Move	ements	= B(W	//B) + A	(E/B)						
		V	/C =	620	+ 130	+ 9 1425	1 +	597	= 1.009	) LO	S=F		

N/S:		Shoup /	Ave		W/E:		Victo	ory Bl		I/S No:	10	)	
AM/PM:	PM		Comm	ients: Cu	ımulativ	e Base							
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:			
Volume		-	iguration				-						
		RTHBOU			UTHBOU			ESTBOU			STBOUN		
EXISTING	LT 203	тн 1445	RT 117	LT 111	тн 749	RT 96	LT 95	тн 998	RT 165	LT 106	тн 932	RT 136	
AMBIENT													
RELATED													
PROJECT													
TOTAL	203	1445	117	111	749	96	95	998	165	106	932	136	
	ቁ ፈጉ		የተ  ሳ _ገ		ት 🚓 ና	ሌ ላት		ት 🚓 ና	ት ሳ _ት ለ	∮ ኇ ኅ	- 	, ቦ ፋተ	
4 分 수 歲 贷 ሶ ጭ 4 分 수 歲 贷 ሶ ጭ 4 分 수 歲 贷 ሶ ጭ 4 分 수 歲 贷 ሶ ጭ       LANE     1     2     1     1     1     1     1													
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto													
	L												
Critica	l Movem	ents Diag	ram ——										
Critical Movements Diagram													
A: 423													
				В	:	11							
		EastE	Bound <u>5</u> 34		Λ		West	Bound 499		V/C RATIO	<u>0 L</u>	<u>.0S</u>	
					T					0.00 - 0.60	D 4	<b>x</b>	
		В:	106				B:	95		0.61 - 0.70	) Е	3	
					orthBou :	nd 723				0.71 - 0.80	) (	;	
A = Adjus B = Adjus	ted Left V	Volume	Volume	в	: 2	203				0.81 - 0.90	) [	)	
* = ATSAC							J			0.91 - 1.00	) Е		
Resu		h/South C	ritical Mo	vomonto	= A(N/	(R) . P	(S/B)						
			tical Move		•	/B) + D /B) + A							
			/C =		+ 111	+ 9	5 +	534	= 0.975	5	LOS =	E	
						1500							

#### January 28, 2010 ,Thursday 12:33:59 PM

# CalcaDB January 2

N/S:	Тор	anga Ca	nyon Bl		W/E:		Victo	ory Bl		I/S No:	11	
AM/PM:	PM		Comn	nents: Cu	umulativ	e Base						
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:		
Volume	/Lane/Si	gnal Conf	iguration	s								
		RTHBOU	-		UTHBOU			ESTBOU		EAC	TBOUND	
		ТН	RT		ТН	RT	LT	TH	RT		TH RT	
EXISTING	216	1677	376	262	1161	127	304	936	252	160	913 183	
AMBIENT												
RELATED												
PROJECT												
TOTAL	216	1677	376	262	1161	127	304	936	252	160	913 183	
LANE	€	← 余 숙 2   1	ላ _ተ ት ላ _ገ			↓ ↓ ↓ ↓			 לף לק∳ <b>1</b>		↔ ↔ ↔	
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixOLAProt-FixAuto												
OIGHAL	110(1		Auto	110(1		Auto	TIOUT		ULA		Auto	
	Movem	ents Diag	ram —									
Ontica	i wovenn	ents blag	ann	۳s	outhBou	nd	1					
				A	4:	129						
				В	: 2	262						
		EastE	Bound		Λ		Westl	Bound 312		V/C RATIO	LOS	
					T		B:	-		0.00 - 0.60	Α	
		В:	88		 		D.	167		0.61 - 0.70	В	
				A	lorthBour	na 684				0.71 - 0.80	С	
A = Adjus B = Adjus	ted Left	Volume	Volume	В	3: 2	216				0.81 - 0.90	D	
* = ATSAC							]			0.91 - 1.00	E	
Resu		h/South C	ritical Mo	vements	= A(N/	(B) + B	(S/B)					
		t/East Crit			•	/B) + A						
		V	/C = —	684	+ 262	+ 16 1375	67 +	365	= 1.075	; L	OS = F	

# CalcaDB January

N/S:		Canoga	Ave		W/E:		Victo	ory Bl		I/S No:	1	2		
AM/PM:	PM		Comn	nents: C	umulativ	e Base								
COUNT D	ATE:			ST	UDY DATE	E:		(	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s —										
		RTHBOU	-		OUTHBOL		w	ESTBOU		FΔ	STBOUN			
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT		
EXISTING	210	1569	384	127	966	152	231	1157	208	151	1336	230		
AMBIENT														
RELATED														
PROJECT														
TOTAL	210	1569	384	127	966	152	231	1157	208	151	1336	230		
·····································														
4 分 수 歲 贷 庐 钟 4 分 수 歲 贷 庐 钟 4 分 수 歲 贷 庐 钟 4 分 수 歲 贷 庐 钟       LANE     1     2     1     1     3     1														
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
SIGNAL														
<u> </u>														
Critical Movements Diagram														
SouthBound       A:     373														
A: 373 B: 127														
		EastE	Bound 445		Λ		West	Bound 341		<u>V/C RATI</u>	<u>o</u> _	LOS		
					Ť		B:	-		0.00 - 0.6	0	A		
		В:	151		 		D:	231		0.61 - 0.7	0	В		
					NorthBou A:	nd 651				0.71 - 0.8	0	C		
A = Adjus B = Adjus	ted Left	Volume	Volume		B: 2	210				0.81 - 0.9	0	D		
* = ATSAC							J			0.91 - 1.0	0	E		
Resi						(D) D	(O/D)							
		h/South C t/East Crit			· ·	/B) + B //B) + A								
			/C = —	651	+ 127	-		445	= 1.057	,	LOS =	F		

N/S:		De Soto			W/E:		Victo	ory Bl		I/S No:	1	3	
AM/PM:			Comn		umulativ								
COUNT D	ATE:			STL	IDY DATE			C	GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Conf	iguration	s									
		RTHBOU			UTHBOU			ESTBOU			STBOUN		
EXISTING	LT 72	тн 1252	RT 457	LT 107	тн 896	RT 197	LT 256	тн 1128	RT 117	LT 446	тн 1896	RT 133	
AMBIENT													
RELATED													
PROJECT													
TOTAL	72	1252	457	107	896	197	256	1128	117	446	1896	133	
	€		ላ ተን ፋ ተ	ፋ 슈	4 4 4 4		♠ ↔	4 <u>6</u> 4	∢} ∢ ¢	\$ <del>}</del>	4 4 4	ᡩ᠇᠌ᡷ᠂ᡬ	
4 分 수 歲 貴 ሶ ጭ 4 分 수 歲 貴 ሶ ጭ 4 分 수 歲 貴 ሶ ጭ         LANE         1       2       1       2       3       1       2       2       1													
LANE     1     2     1     2     3     1     2     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoProt-Fix <none>Prot-FixAuto</none>													
	SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix <none> Prot-Fix Auto</none>												
Critica	l Movem	ents Diag	ram —										
Critical Movements Diagram SouthBound A: 364													
A: 364													
				E	8:1	107							
		EastE	Bound <u> </u>		Δ		West	Bound 376		V/C RAT	<u>IO</u>	LOS	
		B:	245				B:	141		0.00 - 0.6	<b>60</b>	Α	
			240		ا IorthBou	nd				0.61 - 0.7	<b>'0</b>	В	
						570				0.71 - 0.8	80	С	
A = Adjus B = Adjus	ted Left	Volume	volume	E	B:	72				0.81 - 0.9	0	D	
* = ATSA0							J			0.91 - 1.0	00	E	
Res		h/South C	ritical Mo	vements	= A(N/	/B) + B	(S/B)						
		t/East Crit			•	/B) + A							
		v	/C =	570	+ 107		¥1 +	676	= 1.087	,	LOS =	F	
		v.				1375							

N/S:		Mason A	Ave		W/E:		Victo	ory Bl		I/S No:	14	4	
AM/PM:	PM		Comm	ents: Cu	mulativ	e Base							
	ATE:			STU	DY DATE			C	GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	igurations	;									
	NC	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOUN	ND	EA	STBOUN	D	
	LT	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	87	159	70	160	136	242	20	1187	186	377	1862	118	
								1					
RELATED PROJECT													
TOTAL	87	159	70	160	136	242	20	1187	186	377	1862	118	
$\begin{array}{c} \begin{array}{c} & & & \\ & & \\ & & \\ & \\ & \\ & \\ & \\ & $													
Critica	l Movem	ents Diag	ram ——										
Critical Movements Diagram SouthBound A: 136 B: 160													
		_	Bound		٨		_	Bound		V/C RAT	<u>IO I</u>	LOS	
		A: B:	621 377		Ĩ		A: B:	396 20		0.00 - 0.6	i0 /	A	
					orthBou	nd	ļ			0.61 - 0.7	<b>'0</b>	В	
		. –		A		15				0.71 - 0.8	<b>60</b>	C	
A = Adjus B = Adjus * = ATSAC	ted Left	Volume	Volume	в	:	87				0.81 - 0.9	0 1	D	
				<u> </u>			J			0.91 - 1.0	0 1	E	
Resu		h/South C	ritical Mov	vements	= A(N/	'B) + B	(S/B)						
	Wes	t/East Crit	ical Move	ments :	= A(W	/B) + B	(E/B)						
		V	/C =	115	+ 160	+ 39 1375	96 +	377	= 0.762	2	LOS =	С	

# CalcaDB January 28, 2010

N/S:	N	Vinnetka	Ave		W/E:		Victo	ory Bl		I/S No:	15		
AM/PM:	PM		Comm	nents: Cu	ımulativ	e Base							
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:			
Volume	/Lane/Si	unal Conf	iguration	s ——									
		RTHBOU	_		UTHBOU		W	ESTBOU		EAS	TBOUN		
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	135	1019	134	174	780	125	127	1305	145	239	1612	174	
AMBIENT													
RELATED													
PROJECT													
TOTAL	135	1019	134	174	780	125	127	1305	145	239	1612	174	
	∮ ፹	수	ረተቅ ላካ ረ	ቁ ፹	ት 🔬 ና	ᢤᠯ᠈ᢤ᠋	∮ ฏ	수	ላተን ላ ^ן ኛ	ፋ 순 수	<u>ት</u> ፈ	የት ላገ	
LANE     1     1     1     2     1     2     1     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoProt-FixAuto													
Critica	I Movem	ents Diag	ram		outhBou	nd	7						
				A		302							
				в	:	74							
			Bound —		٨			Bound		V/C RATIO	<u>) L</u>	<u>os</u>	
		A:	595		Ť		A:	483		0.00 - 0.60	) A		
		В:	239				B:	127		0.61 - 0.70	в		
				A	orthBou	na 577				0.71 - 0.80	) C		
A = Adjus B = Adjus	ted Left V	Volume	Volume	в	: 1	35				0.81 - 0.90	D		
* = ATSA0							]			0.91 - 1.00	) Е		
Res		h/South C	ritical Mo	vements	= A(N/	/B) + B	(S/B)						
			tical Move		•	/B) + A							
		v	/C =	577	+ 174	+ 12 1375	27 +	595	= 1.071		_OS =	F	

## CalcaDB January 28,

N/S:	Toph	am St		W/E:		Vict	ory Bl		I/S No:	16
AM/PM:	PM	Comm	ents: Cur	nulative	Base					
COUNT D	ATE:		STUD	Y DATE:			0	GROWTH	FACTOR:	
Volume	/Lane/Signal C	onfigurations	s ———							
	NORTHB	OUND	SOU	THBOUN	D	V	VESTBOU	ND	EAST	BOUND
EXISTING	LT TH 311 0	RT 6	LT 0	тн 0	RT 0	LT 0	тн 1420	RT 0		тн вт 704 351
AMBIENT	511 0	U	U	•	U	U	1420			70 <del>4</del> 331
RELATED										
PROJECT										
TOTAL	311 0	6	0	0	0	0	1420	0	0 1	704 351
LANE	₲ ₯ ₯ ₯	€ € 1	५ ∂ ↑		לף ל _ן ססס	₲₯		ךף לז קדף לז ∯	4	∰ € ₱ ₦₱ <b>1</b>
	Phasing	RTOR	Phasing		TOR	Phas	-	RTOR	Phasing	RTOR
SIGNAL	Prot-Fix	<none></none>	Perm	A	uto	Per	m <	none>	Perm	OLA
	I Movements D	iagram —								
Cilica		lagraffi	So	uthBound	d	1				
			A:	0						
			В:	0						
		astBound	<b> </b>	٨		-	tBound		V/C RATIO	LOS
	A:	852		Ť		A:	710		0.00 - 0.60	Α
	B:	0		I		В:	0		0.61 - 0.70	В
			No A:	rthBound 6					0.71 - 0.80	С
A = Adjus B = Adjus	ted Through/Ri ted Left Volum	ght Volume e	B:		1				0.81 - 0.90	D
* = ATSAC		-							0.91 - 1.00	E
Res										
		h Critical Mo		•	-	(S/B)				
	West/East	Critical Move	ments = 311 +	-	3) + A + (		852			
		V/C =	511 +		+ (	, +	002	= 0.816	; LO	S=D

N/S:		Corbin /	Ave		W/E:		Victo	ory Bl		I/S No:	17	,		
AM/PM:	PM		Comm	ients: Cu	ımulativ	e Base								
	ATE:			STU	DY DATE			G	ROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations	;										
	NO	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOUN	ND	EA	STBOUN	D		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	36	867	144	131	464	157	87	1376	366	151	1449	31		
AMBIENT RELATED					1									
PROJECT														
TOTAL	36	867	144	131	464	157	87	1376	366	151	1449	31		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$														
Critica	Critical Movements Diagram													
Critical Movements Diagram SouthBound A: 311 B: 131														
		EastE	Bound —				West	Bound —		V/C RATI	<u>IO L</u>	<u>.05</u>		
		A:	740		Δ Τ		A:	871		0.00 - 0.6		<b>N</b>		
		B:	151				В:	87		0.61 - 0.7	'0 E	3		
					orthBou	nd 506			_	0.71 - 0.8	60 C	;		
A = Adjus B = Adjus	ted Left V	Volume	t Volume	В	:	36				0.81 - 0.9	0 C	)		
* = ATSAC							]			0.91 - 1.0	0 E	E		
nest		h/South C	critical Mo	vements	= A(N/	′B) + B	(S/B)							
	Wes	t/East Crit	tical Move	ments	= A(W	/B) + B	(E/B)							
		V	/C =	506	+ 131	+ 87 1500	71 +	151	= 1.106	;	LOS =	F		

## CalcaDB Janu

N/S:		Tampa /	Ave		W/E:		Victo	ory Bl		I/S No:	18	3	
AM/PM:	PM		Comm	nents: Cu	umulativ	e Base							
COUNT D	ATE:			STU	IDY DATE	E:		C	GROWTH	FACTOR:			
Volume	/Lane/Sig	gnal Conf	iguration	s ——									
		RTHBOU			UTHBOU		W	ESTBOUN		EA	STBOUN		
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	174	1191	114	205	658	133	61	1530	204	107	1747	40	
AMBIENT													
RELATED													
PROJECT													
TOTAL	174	1191	114	205	658	133	61	1530	204	107	1747	40	
	<b>κ</b> Δ.	ΔΔΔ	н) (н)	<b>6</b> Δ		ላት ላት ረ	<b>6</b> Δ	$ \land \land \land \land $	ላ ተን ላት ላ	<b>ά</b> Δ 4		ላት ሌ	
4     2     4     4     2     4     4     2     4     4     2     4     4     4     2     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4													
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoPermAutoPermAuto													
		ante Diag	ram —										
Critical Movements Diagram													
SouthBound A: 329													
				E	3: 2	205							
			Bound —		٨		West	Bound		<u>V/C RATI</u>	<u>o I</u>	<u>_OS</u>	
		A: B:	894		T		B:	867 61		0.00 - 0.6	0	4	
		D.	107		ا IorthBou	nd	<u>В.</u>	01		0.61 - 0.7	0 E	3	
						596				0.71 - 0.8	0 0	<b>C</b>	
A = Adjus B = Adjus	ted Left \	/olume	Volume	E	3: 1	74				0.81 - 0.9	0 [	ס	
* = ATSA0							J			0.91 - 1.0	0 E	<b>_</b>	
Res		h/South C	ritical Mo	vemente	= A(N/	/B) + R	(S/B)						
			ical Move			/B) + B							
		V	/C =	596	+ 205	-	67 +	107	₌ 1.246	5	LOS =	F	

## CalcaDB January 2

N/S:		Wilbur A	Ave		W/E:		Victo	ory Bl		I/S No:	1	9	
AM/PM:	PM		Comn	nents: C	umulativ	e Base							
COUNT D	ATE:			STI	JDY DATE	:		C	GROWTH	FACTOR:			
Volume	/Lane/Sid	anal Conf	iguration	s ——									
		, RTHBOU			OUTHBOL		W	ESTBOUI		EA	STBOUN		
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	149	810	95	109	545	103	66	1481	219	136	1762	76	
AMBIENT													
RELATED													
PROJECT													
TOTAL	149	810	95	109	545	103	66	1481	219	136	1762	76	
4 & 2 & 2 & 3 & 4 & 4 & 2 & 2 & 3 & 4 & 4 & 2 & 2 & 3 & 4 & 4 & 4 & 2 & 2 & 3 & 4 & 4 & 4 & 4 & 4 & 4 & 4 & 4 & 4													
LANE 1 1 1 1 1 1 1 1 1 1 1 1 1													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR SIGNAL Perm Auto Perm Auto Perm Auto													
SIGNAL     Perm     Auto     Perm     Auto     Perm     Auto													
Critical Movements Diagram													
Critical Movements Diagram													
					A: 3	324							
				1	B:	109							
			Bound —		٨		_	Bound		<u>V/C RATI</u>	<u>o i</u>	LOS	
			919		Ť		A:	850		0.00 - 0.6	0	4	
		B:	136				B:	66		0.61 - 0.7	0 1	В	
					NorthBou A:	na 153				0.71 - 0.8	0 0	C	
A = Adjus B = Adjus	ted Left \		Volume		B: -	149				0.81 - 0.9	0 1	D	
* = ATSAC							J			0.91 - 1.0	0 1	E	
Resi				vomente	A/AI	/D) - D	(C/P)						
			ritical Mo		•	/B) + B //B) + B	(S/B) (E/B)						
			/C =	453	+ 109	-		136	= 1.032	2	LOS =	F	

N/S:		Reseda			W/E:		Victo	ory Bl		I/S No:	20			
AM/PM:			Comm		umulativ									
COUNT D				STL	JDY DATE			(	ROWIH	FACTOR:				
	/l ane/Sid	gnal Conf	iguration											
Volume		RTHBOU	-		DUTHBOU		W	ESTBOU		FAST	BOUND			
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH RT			
EXISTING	124	1135	118	94	854	172	103	1462	165		652 115			
AMBIENT														
RELATED														
PROJECT														
TOTAL	124	1135	118	94	854	172	103	1462	165	<b>141</b> 1	1652 115			
	<b>6</b> Α		ሰት ሳት	ሌ 수	$\varphi \varphi \zeta$	ረተን ላት ረ	ሌ 수		ላ ተን ላት ረ	<b>6</b> Α Α	ት ት እ <del>የ</del> እ			
4     2     4     4     2     4     4     2     4     4     2     4     4     4     2     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4														
LANE     1     1     1     1     1     2     1     1     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR														
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoProt-FixAuto														
Critica	l Movem	ents Diag	ram ——											
Critical Movements Diagram														
	-													
				E	3:	94								
		EastE	Bound 589	<b> </b>	Λ		West	Bound 731		V/C RATIO	LOS			
		B:	141		T		B:	103		0.00 - 0.60	Α			
			1.41	,	ا NorthBou	nd		100		0.61 - 0.70	В			
	4 - d <b>7</b> 1		Mala and			527				0.71 - 0.80	С			
A = Adjus B = Adjus * = ATSAC	ted Left \	/olume	voiume	E	<b>B:</b> 1	124				0.81 - 0.90	D			
r = ATSAC							J			0.91 - 1.00	E			
nesi		h/South C	ritical Mo	vements	s = A(N/	/B) + B	(S/B)							
	West	t/East Crit	ical Move	ments	-	/B) + B								
		V	′C = —	627	+ 94	+ 73 1375	31 +	141	= 1.159	) L(	DS = F			

N/S:		De Soto		ants: C	W/E:	- Pooo	El Ran	cho Dr		I/S No:	2 [.]	1	
COUNT D									GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	iguration	s									
	NC	RTHBOU	ND	SC	UTHBOU	ND	W	STBOU	ND	EAS	STBOUN	1D	
EVICTING	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	7	2024	190	6	1380	1	24	0	-1	2	0	6	
PROJECT													
TOTAL	7	2024	190	6	1380	1	24	0	-1	2	0	6	
LANE	ी कि ¶ि		ና በት <b>ሳ</b> ተን 	ी ∯ 1	수 슈 숙 2   1		ी (ट्री) (		ት ሳት ዓ ት I	ी कि दी 1 ■	1 1	à t∳ 4t∳ ∮	
LANE     I     Z     I     I     I       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
SIGNAL	Perr	n	Auto	Perr	n	Auto	Perm	1	Auto	Perm	<	<none></none>	
Critical Movements Diagram SouthBound A: 460 B: 6													
		EastE	Bound —		٨		West	Bound		V/C RATIO	<u>o i</u>	LOS	
		A:	6		Д Т		A:	0		0.00 - 0.60	0	A	
		В:	2				B:	24		0.61 - 0.70	D I	в	
					lorthBour					0.71 - 0.80		с	
A = Adjus			Volume			38				0.81 - 0.90		D	
B = Adjus * = ATSAC				E	8:	7							
	ults —									0.91 - 1.00	U	E	
		h/South C	ritical Mo	vements	= A(N/	B) + B	(S/B)						
	Wes	t/East Crit	ical Move	ements	= B(W/	'B) + A	(E/B)						
		V	/C = —	738	+ 6	+ 2 1500	4 +	6	= 0.516	;	LOS =	Α	

N/S:	D	e Soto /	Ave		W/E:		Erw	in St		I/S No:	2	2	
AM/PM:	РМ		Comm	nents: C	umulativ	e Base							
COUNT D	ATE:			STI	JDY DATE			(	GROWTH	FACTOR:			
Volume	/Lane/Sigr	nal Confi	iguration	s									
		THBOUN						ESTBOU			STBOU		
EXISTING	LT 143	тн 1854	RT 43	LT 44	тн 1147	RT 215	LT 17	тн 16	RT 23	LT 213	тн 23	RT 283	
AMBIENT													
RELATED													
PROJECT													
TOTAL	143	1854	43	44	1147	215	17	16	23	213	23	283	
·····································													
4													
LANE     1     2     1     2     1     1     1     1     1     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoSplitAutoSplitAuto													
Critical Movements Diagram													
				1	B:	44							
	Γ		ound —		٨		_	Bound		V/C RATIO	<u>)</u>	LOS	
		A:	173		T T		A:	23		0.00 - 0.60	)	Α	
		B:	173				B:	17		0.61 - 0.70	)	В	
					NorthBour A: 6	nd i32				0.71 - 0.80	)	с	
B = Adjus	ted Throug ted Left Vo		Volume		B: 1	43				0.81 - 0.90	)	D	
* = ATSAC							J			0.91 - 1.00	)	E	
Resi		South C	ritical Mo	vemente	s = A(N/	B) + B	(S/B)						
			ical Move		·	/B) + A							
		V/	c = —	632	+ 44	+ 2 1425		173	= 0.612	<u> </u>	LOS =	В	

N/S:		Winnetka	Ave		W/E:	В	rahma Dr	/Calvert	St	I/S No:		23	
AM/PM:	PM		Comm	ents: Cu	ımulativ	e Base							
COUNT D	ATE:			STU	DY DATE	E:		(	GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	igurations	,									
		RTHBOU	-		UTHBOL		WE	STBOU		FA	STBOU		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	79	1323	0	11	864	74	19	4	22	130	0	91	
AMBIENT													
RELATED					1								
PROJECT													
TOTAL	79	1323	0	11	864	74	19	4	22	130	0	91	
	<b>6</b> Δ		ት ሞ	4 Δ		۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲	<b>6</b> Δ 4		۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲. ۲	4 Δ Z		🛆 ት (ተት	
4 & 2 & 2 & 4 & 2 & 2 & 4 & 4 & 2 & 2 &													
LANE 1 2 2 1 1 1 2 1													
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-Fix <none>PermOLASplitAutoSplitAuto</none>													
					•	•=/	opin		/ luto	opiit		, 1010	
	l Movem	ente Diag	ram ——										
Critical Movements Diagram													
				A	.: 4	132							
				В	•	0							
		EastE	Bound 51		Λ		WestE	Bound 26		V/C RATI	<u>o</u>	LOS	
		B:			T		B:	19		0.00 - 0.6	0	Α	
		р.	72				В.	19		0.61 - 0.7	0	В	
				A	orthBou	nd 562				0.71 - 0.8	0	с	
A = Adjus B = Adjus			Volume	в	:	79				0.81 - 0.9	0	D	
* = ATSAC					L	I	]			0.91 - 1.0	0	E	
Resi													
		h/South C t/East Crit				-	(S/B) (E/B)						
	**65				= A(W + 0		(E/B) 6 +	72			1.05	•	
		V	C =			1375			= 0.553		LOS =	A	

## CalcaDB January 28, 2

N/S:	De	Soto A	Ave		W/E:		Oxna	ard St		I/S No:	24	1	
AM/PM:	РМ		Comm	nents: C	umulativ	e Base							
COUNT D	ATE:			STI	JDY DATE			C	GROWTH	FACTOR:			
Volume	/Lane/Signal	I Confi	guration	s ——									
					DUTHBOU		W	ESTBOUI		EAG	TBOUN		
		TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING		817	177	49	1261	184	29	222	25	227	444	242	
AMBIENT													
RELATED													
PROJECT													
TOTAL	128 18	817	177	49	1261	184	29	222	25	227	444	242	
	$ \land \land \land$	~ ~		1. A	~ ~ ^		LΛ	$\wedge \wedge \wedge$		4 ^ ^			
4       2       3       4       2       4       2       4       4       2       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4													
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto													
····													
	l Movements	Diagr	am —										
Critical Movements Diagram													
				1	B:	49							
	Г	EastB	ound 444		Λ		West	Bound 124		V/C RATIO	<u>2 I</u>	<u>_OS</u>	
					T		B:			0.00 - 0.60		4	
		B:	227			- d	р. 	29		0.61 - 0.70	) E	3	
					NorthBoui A: 6	na 165				0.71 - 0.80	) (	0	
B = Adjus	ted Through ted Left Volu		Volume		B: 1	28				0.81 - 0.90	) [	כ	
* = ATSAC							]			0.91 - 1.00	) E	E	
Resi	ults North/Sc		itioal Ma	vomonto	A/NI/	B) . P	(C/R)						
	West/Ea				•	B) + B (B) + A							
			C =	665	+ 49	+ 2		444	= 0.791	1	_OS =	С	

N/S:		Winnetka	Ave		W/E:		Oxna	rd St		I/S No:	2	5	
AM/PM:	PM		Comn	nents: Cu	umulativ	e Base							
COUNT D	ATE:			STU	DY DATE	E:			GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	iguration	s ——									
		RTHBOU			UTHBOU			ESTBOU		EA	STBOU		
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	94	1232	63	32	952	108	12	63	18	177	478	59	
AMBIENT					-								
RELATED													
PROJECT													
TOTAL	94	1232	63	32	952	108	12	63	18	177	478	59	
		~ ~ ~	<u> </u>		~ ~ /		1 A	~ ~ /					
4       2       2       4       2       2       4       4       2       2       4       4       4       2       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4													
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto													
Critica	l Movem	ents Diao	ram ——										
Critical Movements Diagram													
				A	.: 5	530							
				В	:	32							
		EastE	Bound 478		Δ		Westl A:	Bound 93		V/C RATI	<u>o</u>	LOS	
		B:	177				B:	12		0.00 - 0.6	0	Α	
			177		  orthPo:	nd				0.61 - 0.7	D	В	
				A	lorthBou	na 548				0.71 - 0.8	D	с	
A = Adjus B = Adjus			Volume	В	:	94				0.81 - 0.9	0	D	
* = ATSA(					ı		]			0.91 - 1.0	D	E	
Res						(D) =	(0/F)						
		h/South C t/East Crit				/B) + B /B) + A	(S/B) (F/B)						
	1163		/C = -		= B(W) + 32	+ 1		478	= 0.780		LOS =	С	
		V.	0-			1500			_ 0.700			-	

N/S:		De Soto	Ave		W/E:		Burba	ank Bl		I/S No:	2	26		
AM/PM:	PM		Comm	ents: C	umulative	e Base								
COUNT D	ATE:			STU	IDY DATE	:		(	GROWTH	FACTOR:				
Volume	e/Lane/Si	gnal Conf	igurations	, ——										
	NO	RTHBOU		SC	UTHBOU		W	ESTBOU	ND	FAS	STBOU	ND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	88	1413	0	0	1832	168	0	0	0	649	0	535		
RELATED PROJECT														
TOTAL	88	1413	0	0	1832	168	0	0	0	649	0	535		
	ፋ 순	수 쇼 숙	የት ላ	ዓ 순	수 쇼 순	ረተቅ ላካ /	<u>ዓ</u>	수 쇼 イ	ረ ካን ላካ እ		♪	ᡷ᠂ᡥ᠂ᡏᡟ		
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Perm <none>     Perm     Auto     Split     Auto</none>														
Critical Movements Diagram														
A: 667														
	A: 667 B: 0													
		EastE	Bound 294		Ą		Westl	Bound — 0		V/C RATIO	<u>2</u>	<u>LOS</u>		
		B:	357				B:	0		0.00 - 0.60	)	Α		
		<u></u>			, NorthBour	nd				0.61 - 0.70	)	В		
					-	71				0.71 - 0.80	)	с		
A = Adjus B = Adjus * = ATSAC	ted Left	Volume	volume	E	3:	38				0.81 - 0.90	)	D		
= ATSAC				Ĺ			J			0.91 - 1.00	)	E		
nesi		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)							
	Wes	t/East Crit	ical Move	ments	-	B) + B								
		V	C = —	88	+ 667	+ 0	) +	357	= 0.741	I	LOS =	С		

N/S:	De Soto	Ave		W/E:		101 WB	Ramps		I/S No:	27	7			
AM/PM:	PM	Comm	ents: Cu	umulativ	e Base									
COUNT D	ATE:		STU	DY DATE				GROWTH	FACTOR:					
Volume	e/Lane/Signal Con	figurations	;											
	NORTHBOU	_		UTHBOU		WE	STBOU		EA	STBOUN				
	LT TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT			
EXISTING	248 1098	0	0	1521	633	283	0	527	0	0	0			
AMBIENT														
RELATED				1										
PROJECT														
TOTAL	248 1098	0	0	1521	633	283	0	527	0	0	0			
	4 Δ Δ Δ Δ	≤ -h (+h)	<b>6</b> Δ	$\land \land \land$	ላ የ የተን	<b>ά</b> Δ Δ	Δ Δ 4	> ት የተን	<b>ά</b> Δ Δ		ላ የ የተን			
4 分 수 歲 貴 ሶ ጭ ち ☆ 貴 ሶ ጭ ち ☆ 貴 ሶ ጭ ち ☆ 貴 ሶ ጭ       LANE     1     2     4     1     1     1     1														
SIGNAL	PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixPerm <none>SplitAuto</none>													
						opiit								
Critica	Critical Movements Diagram													
SouthBound A: 633														
A: 633														
B: 0														
	- 5	Bound		٨		WestB			V/C RATI	<u>o I</u>	LOS			
	A:	0		Ť		A:	270		0.00 - 0.6	D A	A			
	B:	0				B:	270		0.61 - 0.7	DE	В			
				orthBoui	nd 549				0.71 - 0.8	D (	C			
	ted Through/Righ ted Left Volume	t Volume	в		48				0.81 - 0.9	D [	D			
* = ATSA0				L	J	J			0.91 - 1.0	D E	E			
Rest														
	North/South ( West/East Cri				B) + A /B) + A	(S/B) (E/B)								
				= A(W/ + 633	-	(E/B) 70 +	0	0.000		LOS =	D			
	V	//C =		1	1425			= 0.808		103 =	U			

N/S:		De Soto	Ave		W/E:		101 EB	Ramps		I/S No:	2	28		
AM/PM:	PM		Comn	nents: C	umulativ	e Base								
COUNT D	ATE:			STL	JDY DATE	<b>:</b>		(	GROWTH	FACTOR:				
Volume	e/Lane/Si	gnal Conf	iguration	s ——										
		RTHBOU	-		DUTHBOL		14/1	STBOU			STBOU			
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT		TH	RT		
EXISTING	0	805	253	917	841	0	0	0	0	564	3	237		
AMBIENT														
RELATED														
PROJECT														
TOTAL	0	805	253	917	841	0	0	0	0	564	3	237		
	<b>6</b> Δ		ላ ዓ ተን	<b>6</b> Δ	$\triangle \triangle \Delta$	2 - A - AA	<b>ά</b> Δ.		ረት የተ	6 A A		ሩ ት		
4 命令命令 序钟       LANE     3 1     1     2     2     1     1     1														
	LANE 3 1 2 2 1 1 1 1 1													
SIGNAL	PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoProt-Fix <none>SplitAuto</none>													
JUNAL	ren		Auto	FIOI-						Opin		Auto		
	Maxam	onto Diag												
Critica	Critical Movements Diagram													
SouthBound       A:       421														
	A: <u>421</u> B: <u>504</u>													
			Bound —		٨			Bound		V/C RATIO	<u>2</u>	<u>LOS</u>		
		A:	284		Ť		A:	0		0.00 - 0.60	)	Α		
		В:	284		 		B:	0		0.61 - 0.70	)	В		
					NorthBou A:	nd 268				0.71 - 0.80	)	с		
A = Adjus B = Adjus			Volume	E	B:	0				0.81 - 0.90	)	D		
* = ATSAC					I	]	]			0.91 - 1.00	)	E		
Resu					<b>.</b>									
		h/South C t/East Cri [:]			·	/B) + B //B) + A								
	1165		C = -	268	+ 504	+ (		284	= 0.741		LOS =	с		
		v				1425			_ 01					

N/S:		De Soto	Ave		W/E:		Vent	ura Bl		I/S No:	29	)		
AM/PM:	РМ		Comm	ents: (	Cumulativ	e Base								
COUNT D	ATE:			ST	UDY DATE	E:		(	GROWTH	FACTOR:				
Volume	e/Lane/Si	gnal Conf	igurations	, —										
	NO	RTHBOU	ND	S	OUTHBOU	IND	W	ESTBOUI	ND	EA	STBOUN	D		
EVICTINO	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING AMBIENT	66	213	88	489	250	361	66	1162	465	337	1084	76		
RELATED														
PROJECT														
TOTAL	66	213	88	489	250	361	66	1162	465	337	1084	76		
LANE SIGNAL	1 Phasin	1 1 ng F	RTOR	2 Phas	1	À / ↑ 4 ↓ 1 1 RTOR OLA	1 Phasi	3	↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓	Phasin	2 1 g	RTOR		
Critica	SIGNAL Split Auto Split OLA Perm OLA Prot-Fix Auto													
					B: 2	269								
		EastE	Bound 387		Δ		West	Bound 387		V/C RATI	<u>o I</u>	<u>.0S</u>		
		B:	337		T		B:	66		0.00 - 0.6				
					NorthBou	nd ———				0.61 - 0.7	0 E	3		
	to d The	uale (D' - L -	Value		A: 1	51				0.71 - 0.8	0 0			
A = Adjus B = Adjus * = ATSA0	ted Left	Volume	voiume		B:	66				0.81 - 0.9	0 [	D		
							<b>J</b>			0.91 - 1.0	0 E	E		
Res	Nort	h/South C			•	-	(S/B)	_	_		_	·		
	Wes	t/East Crit V	ical Move /C =     —	ments 151	+ 269	/B) + B + 38 1375	(E/B) 37 +	337	= 0.832	2	LOS =	D		

# CalcaDB Januar

N/S:	Winr	netka Ave		W/E:		101 WB	Ramps	i	I/S No:	30	0			
AM/PM:	PM	Comr	nents: Cu	ımulativ	e Base									
COUNT D	ATE:		STU	DY DATE	:			GROWTH	FACTOR:					
Volume	/Lane/Signal	Configuration	s ——											
	NOBTH	BOUND	SO	UTHBOU		WE	STBOU		ΕΔ	STBOUN				
		TH RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
EXISTING	207 8	25 0	0	816	298	318	13	534	0	0	0			
AMBIENT														
RELATED														
PROJECT														
TOTAL	207 8	25 0	0	816	298	318	13	534	0	0	0			
			1 0	~ ~ ^		4	~ ~ /		1 ~ /	~ ^ ^				
LANE		<u>₩</u>			עדיין <del>א</del> <b>1</b>	भ (टॉ) ⁴	が研究 1		ΫϟΫ	т ф т	ملہ ما ^و			
SIGNAL	PhasingRTORPhasingRTORPhasingRTORSIGNALProt-Fix <none>Perm<none>SplitAuto</none></none>													
SIGNAL	FIOUFIX		Penn		none>	Spin		Auto						
	Maxamanta	Dia ana ana									·			
Critica	Critical Movements Diagram SouthBound A: 408													
A: 408														
A: 408 B: 0														
		EastBound —		٨		WestE			<u>V/C RATI</u>	<u>o i</u>	LOS			
		A: 0		Ť		A:	288		0.00 - 0.6	0	Α			
	E	3: 0		 		B:	288		0.61 - 0.7	0 1	В			
				lorthBoui	nd I13				0.71 - 0.8	0	с			
	ted Through/ ted Left Volu	Right Volume me	в		207				0.81 - 0.9	0 1	D			
* = ATSAC	C Benefit			L	J	J			0.91 - 1.0	0 1	E			
					( <b>b</b> )	(0, (7))								
		outh Critical Mo		•	′B) + A /B) + A	(S/B) (F/B)								
		V/C = -		+ 408	+ 28	<u>38</u> +	0	= 0.634	Ļ	LOS =	в			
					1425									

N/S:		Winnetka	Ave		W/E:		101 EB	Ramps		I/S No:	3	31		
AM/PM:	PM		Comn	nents: Cu	umulativ	e Base								
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s										
	NC	RTHBOU	ND	SO	UTHBOU	IND	W	STBOU	ND	EAS	STBOU	ND		
EXISTING	LT O	TH	кт 279	LT	TH	RT	LT	тн 0	RT	LT	тн 0	RT		
AMBIENT	U	715	279	353	708	0	0	U	0	431	U	199		
RELATED														
PROJECT														
TOTAL	0	715	279	353	708	0	0	0	0	431	0	199		
	ঀ৻ৄ					≥ rÞ ₫₽	<u>ዛ</u> ብር ተ	<u>ት 🚓 </u> ኅ	ት ሳ ት					
LANE														
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL	Perr	n	Auto	Prot-F	ix <	none>				Split		Auto		
Critica	Critical Movements Diagram													
SouthBound       A:       354														
A: 354 B: 353														
		EastE	Bound 199		Ą		Weste	Bound — 0		V/C RATIO	<u>0</u>	<u>LOS</u>		
		B:	431				B:	0		0.00 - 0.60	)	Α		
					' IorthBou	nd				0.61 - 0.70	)	В		
			Valence	A		158				0.71 - 0.80	)	с		
A = Adjus B = Adjus * = ATSAC	ted Left	Volume	volume	В	:	0				0.81 - 0.90	)	D		
- ATSAC							J			0.91 - 1.00	)	E		
nest		h/South C	critical Mo	vements	= A(N/	′B) + B	(S/B)							
	Wes	t/East Crit	tical Move	ements	= A(W	/B) + B	(E/B)							
		V	/C =	358	+ 353	+ ( 1425	) +	431	= 0.801	I	LOS =	D		

# CalcaDB January 28

N/S:	V	Vinnetka	Ave		W/E:		Ventu	ura Bl		I/S No:	32	2		
AM/PM:	PM		Comm	ents: Cu	ımulativ	e Base								
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:				
Volume	e/Lane/Sig	gnal Conf	igurations	;										
	NO	RTHBOU	D	SO	UTHBOU	IND	W	ESTBOUI	ND	EA	STBOUN	D		
EXISTING	LT 106	тн 401	вт <b>46</b>	LT 294	тн 351	RT 218	LT 93	тн 779	RT 310	LT 313	тн 950	RT 109		
AMBIENT	100	401	40	234	351	210	93	113	310	313	950	109		
RELATED														
PROJECT														
TOTAL	106	401	46	294	351	218	93	779	310	313	950	109		
		li li	<u>г</u> р фр		- I I							, _ቦ ኦ ላ _ተ ኦ		
LANE	4 分 午 歳 歳 ゆ ゆ り 分 午 歳 歳 ゆ ゆ り 分 子 歳 歳 ゆ ゆ       1     1     2     1     1     2     1       LANE     1     1     2     1     1     2     1													
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL														
	Moyom	onte Diag	~~~											
Ontica	Critical Movements Diagram													
	A: 351													
				В	: 1	62								
		EastE	Bound	<b>I</b>	٨		Westl	Bound 390		V/C RATI	<u>o L</u>	<u>.0S</u>		
		B:	353 313		Ť		B:	93		0.00 - 0.6	0 4	A Contraction		
		D.	313		  arth Bau	n d	<u>р.</u>	93		0.61 - 0.7	0 E	3		
				A	orthBou	na 147				0.71 - 0.8	o c	;		
A = Adjus B = Adjus	ted Left \		Volume	В	: 1	06				0.81 - 0.9	0 C	)		
* = ATSAC							J			0.91 - 1.0	0 E			
Resi		n/South C	ritical Mo	vements	= A(N/	/B) + A	(S/B)	_						
			ical Move		``	/B) + B								
		V	C = —	447	+ 351	+ 39 1375	90 +	313	= 1.092	2	LOS =	F		

**CUMULATIVE PLUS PROJECT (2015) CONDITIONS** 

N/S:	C	De Soto	Ave		W/E:		Satic	oy St		I/S No:	1			
AM/PM:	AM		Comm	nents: C	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STL	JDY DATE	:		G	ROWTH	FACTOR:				
Volume	/Lane/Sig	nal Conf	igurations	s ——										
	NOF	THBOU		SC	UTHBOU	ND	w	ESTBOUN		FA	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	ΤН	RT		
EXISTING	134	950	130	95	1435	146	142	1149	69	112	888	87		
					1									
RELATED PROJECT														
	TOTAL       134       950       130       95       1435       146       142       1149       69       112       888       87													
	4 谷 谷 歲 侯 內 邻 4 谷 수 歲 侯 內 邻 4 谷 수 歲 侯 內 邻       4 台 수 歲 侯 內 邻       4 台 수 歲 侯 內 邻       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1        1													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
SIGNAL														
Critica	Critical Movements Diagram													
	SouthBound       A:													
	A: 527 B: 95													
					5: 5	95								
		EastE	Bound 488		Ą		West	Bound 609		V/C RATION	<u>0 L</u>	<u>.0S</u>		
		B:	112				B:	142		0.00 - 0.60	D 4	4		
			115		ا NorthBour	nd		1.12		0.61 - 0.70	) E	3		
		=			-	40				0.71 - 0.80	) (	2		
B = Adjus	ted Throu ted Left V		Volume	E	3: 1	34				0.81 - 0.90	) <b>[</b>	D C		
* = ATSAC							]			0.91 - 1.00	) Е	E		
Resi		Cauth O			D/N	D)	(C/D)							
			ritical Mo ical Move		•	в) + А ′В) + В	(S/B) (F/B)							
	11031/			134	+ 527	-	(E/B) )9 +	112	4 005		LOS =	F		
		V	'C = —		1	1375			= 1.005	)	203 =	ſ		

N/S:		Mason /	Ave		W/E:		Satic	coy St		I/S No:	2			
AM/PM:	AM		Comn	nents: C	Cumulativ	e Plus Pr	oject							
COUNT D					UDY DATE			(	GROWTH	FACTOR:				
							J							
Volume	e/Lane/Si	anal Con	figuration	 s								<u> </u>		
		RTHBOU	_		OUTHBOU		w	ESTBOU		EAS	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	102	847	82	112	1201	121	118	1045	92	111	967	91		
AMBIENT RELATED		<u> </u> !			<u> </u>			<u> </u>						
PROJECT		<u> </u>			<u> </u>			<u> </u>						
TOTAL	102	847	82	112	1201	121	118	1045	92	111	967	91		
			<b>I</b> 1		1	1]		1						
	4 分 子 歳 ら や や 分 子 歳 気 や や め 分 子 歳 気 や や め 分 子 歳 気 や や し か の み 子 歳 気 や や し か の の い の い の い の い の い の い の い の い の い													
	LANE 1 1 1 1 1 1 1 1 1 1 1 1 1 1													
SIGNAL	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL	Perm		Auto	Per	<u>m</u>	Auto	Pern	<u>n</u>	Auto	Perm		Auto		
	Movem	ents Diac												
•	Critical Movements Diagram SouthBound A: 661													
	A: 661													
					B: 1	112								
		EastE	Bound 529	<b>_</b> _	Λ		West	Bound 569		V/C RATIO	<u>)</u>	<u>OS</u>		
					T		B:			0.00 - 0.60	) A	i.		
		B:	111		 North Day	1	В	118		0.61 - 0.70	) В	į		
					NorthBour A: 4	nd 165				0.71 - 0.80	) c	;		
A = Adjus B = Adjus			t Volume	I	B: 1	102				0.81 - 0.90	) D	ł		
* = ATSAC	C Benefit			L			]			0.91 - 1.00	) Е			
Res			Critical Mo		- B/N	 ۱۹۰۰ - ۸	(C/D)							
			tical Move		•	-	.(S/B) .(E/B)							
	-			102	+ 661	-		111	0.060	、 I	LOS =	E		
		v	//C =			1500			= 0.962	·	_03 _	E		

#### January 28, 2010 ,Thursday 12:34:15 PM

# CalcaDB

N/S:	N	/innetka	Ave		W/E:		Satio	coy St		I/S No:	3			
AM/PM:	AM		Comm	nents: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE			(	GROWTH	FACTOR:				
Volume	/Lane/Sig	nal Conf	igurations	s ——										
	NOF	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOU	ND	EAST	BOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT		TH RT			
EXISTING	110	818	121	130	1157	133	96	960	133	118 8	377 129			
AMBIENT RELATED														
PROJECT														
TOTAL	110	818	121	130	1157	133	96	960	133	118 8	377 129			
LANE				ी कि €		≩ ר¢ לק לע לק ו	୩ ନୁ 1	1 1	ት ሳ 4	ी <b>(</b> ⊉ ) 1 1	∰ ∯ ∲ ∲∳ 1			
	LANE     1     1     1     2     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1 <th1< th="">     1     1&lt;</th1<>													
SIGNAL														
	l Moveme	nte Diag	ram —											
Critical Movements Diagram														
				4	.: 5	79								
				E	8: 1	30								
		EastE	Bound 503		Ą		West	Bound 547		V/C RATIO	LOS			
		B:	118				B:	96		0.00 - 0.60	Α			
					lorthBour	nd	1			0.61 - 0.70	В			
A _ Adi	tod Theor	ab/Diab*	Volume	4	.: 4	70				0.71 - 0.80	С			
A = Adjus B = Adjus * = ATSAC	ted Left V		volume	E	:	10				0.81 - 0.90	D			
- Albax				L			J			0.91 - 1.00	E			
1163		/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)							
	West	East Crit	ical Move	ments	= A(W/	/B) + B	(E/B)							
		V	/C = —	110	+ 579	+ 54 1500	17 +	118	= 0.903	LC	9S = E			

N/S:		De Soto	Ave		W/E:		Sherma	an Way		I/S No:	4			
AM/PM:	AM		Comm	ients: Cu	ımulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE			C	GROWTH	FACTOR:				
	/l ane/Si	anal Conf	igurations											
volume		-	-								070010			
		RTHBOU TH	ND RT	L SO	UTHBOU TH	ND RT	LT W	ESTBOUI TH	ND RT		STBOUN TH	D RT		
EXISTING	85	972	104	112	1627	167	183	1190	116	102	1158	89		
AMBIENT														
RELATED														
PROJECT														
TOTAL	85	972	104	112	1627	167	183	1190	116	102	1158	89		
	ନ	ት 🚓 🕁	стр ф ¹ р	ዓ ᢓ	ት 🚓 ና	ት ሳት ላ _{ገ ል}	ፋ 순	ት 🚓	ት ሳ _{ት ቆ}	ᠳᢓ᠇᠂	ት 🚓 🕁	የተ  ሳ		
4 分 午 歲 貴 ሶ 柳 4 分 午 歲 貴 ሶ 柳 4 分 午 歲 貴 ሶ 柳         1       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       1       2       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1														
	LANE   1   1   2   1   2   1   2   1   2   1     Phasing   RTOR   Phasing   RTOR   Phasing   RTOR   Phasing   RTOR													
SIGNAL														
Critica	Critical Movements Diagram													
A: 598														
				в	: 1	12								
		EastE	Bound		٨			Bound		V/C RAT	<u>IO I</u>	<u>_OS</u>		
		A:	416		Ť		A:	435		0.00 - 0.6	60 A	4		
		В:	102		I		В:	183		0.61 - 0.7	'O E	3		
					orthBoui	nd 38				0.71 - 0.8	60 C			
A = Adjus B = Adjus			Volume	B		85				0.81 - 0.9	0 0	D		
* = ATSAC					L		J			0.91 - 1.0	10 E	E		
Resu						<b>D</b> ) -	(0, (D)							
			ritical Mo tical Move		•	B) + A /B) + A	(S/B) (F/B)							
			/C =		+ 598	+ 18 1425		416	= 0.900	)	LOS =	D		

N/S:	Mas	son Ave		W/E:		Sherm	an Way		I/S No:	5
AM/PM:	AM	Comm	ients: Cu	umulativ	e Plus Pr	oject				
COUNT D	ATE:		STU	DY DATE			(	GROWTH	FACTOR:	
Volume	/Lane/Signal	Configurations	;							
	NORTH		SO	UTHBOU		W	ESTBOU	ND	EASTB	
EXISTING		н вт 35 45	LT 120	тн 1140	RT 147	LT 100	тн 1341	RT 98	LT T 99 10	H RT 71 71
AMBIENT			120		147	100	1041			
RELATED										
PROJECT										
TOTAL	73 58	35 45	120	1140	147	100	1341	98	99 10	71 71
	\n	₲₲₱₱	₲ ᢓ	수 🚓	\$_f\$_{T}\$	₲₯		ት ሳ _ት ፈ	_{ዓ ቆ} ት ቆ	<u>ት</u> ት ተን
LANE	1 1	1	1	1 1		1	2 1		1 2	1
	Phasing	RTOR	Phasi	ng I	RTOR	Phasi	ng	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Pern	n	Auto	Pern	n	Auto	Perm	Auto
	I Movements	Diagram								
			∟s	outhBou	nd	1				
			A	.: 6	44					
			В	: 1	20					
		EastBound a: 381	<b> </b>	Δ		West	Bound 480		V/C RATIO	LOS
	B			Ţ		B:	100		0.00 - 0.60	Α
		-		ا IorthBouı	nd				0.61 - 0.70	В
			A		15				0.71 - 0.80	С
B = Adjus	ted Left Volur	Right Volume ne	в		73				0.81 - 0.90	D
* = ATSA0						J			0.91 - 1.00	E
Res		uth Critical Mo	vements	= B(N/	B) + A	(S/B)				
		t Critical Move			-					
		V/C =	73	+ 644	+ 48 1500	80 +	99	= 0.864	LOS	6= D

N/S:	N	Vinnetka	Ave		W/E:		Sherma	an Way		I/S No:	6	;		
AM/PM:	AM		Comm	ients: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE			C	BROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	igurations	s ——										
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOUN	D	EA	STBOUN	ID		
EXISTING	LT 114	тн 804	RT 93	LT 119	тн 1285	RT 122	LT 148	тн 1192	вт 198	LT 125	тн 981	вт 157		
AMBIENT	114	004	33	119	1205	122	140	1192	190	125	901	157		
RELATED														
PROJECT														
TOTAL	114	804	93	119	1285	122	148	1192	198	125	981	157		
LANE SIGNAL	4 分 分 ☆ ☆ か か か ☆ 수 ☆ ☆ か か か ☆ 수 ☆ ☆ か か か ☆ 수 ☆ ☆ か か         1       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       1       2       1       1       1       2       1       1       1       2       1       1       1       1       2       1       1       1       2       1       1       1       1       2       1       1       1       2       1       1       1       2       1       1       1       2       1       1       1       2       1       1       1       2       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1 </td													
Critica	Critical Movements Diagram													
SouthBound           A:         643           B:         119														
		_			٨		_			V/C RATI	<u>lo I</u>	LOS		
		A:	379		Ť		A:	463		0.00 - 0.6	i0 /	A		
		B:	125		 		В.	148		0.61 - 0.7	'0 I	В		
					orthBour	nd 49				0.71 - 0.8	0 0	C		
A = Adjus B = Adjus * = ATSAC	ted Left V	/olume	Volume	в	: 1	14				0.81 - 0.9	0 1	D		
							J 			0.91 - 1.0	0	E		
Resu		h/South C	ritical Mo	vemente	= B(N/	B) ⊥ ∆	(S/B)							
			ical Move			′B) + B								
			′C = —		+ 643	-	63 +	125	= 0.978	3	LOS =	E		

N/S:		De Soto	Ave		W/E:		Vanov	wen St		I/S No:	7			
AM/PM:	AM		Comn	nents: Ci	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	IDY DATE	:		C	GROWTH	FACTOR:				
Volume	e/Lane/Si	gnal Conf	iguration	s ——										
		RTHBOU	_		UTHBOU		W	ESTBOUN		ΕΔ	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	54	957	106	125	1311	186	210	1140	117	83	1007	82		
AMBIENT														
RELATED														
PROJECT														
TOTAL	54	957	106	125	1311	186	210	1140	117	83	1007	82		
	ፋ 슈	<u> </u>	ረጉን ላካ ረ	ፋ 순	4 <u>6</u> 4	ት የ ት	ፋ 순	4 <u>6</u> 4	ረተው ላካ ያ	ፋ 순 4	2 <u>2</u> 2	ሰት ላ		
4 分 수 歲 贷 ሶ ጭ 4 分 수 歲 贷 ሶ ጭ 4 分 수 歲 贷 ሶ ጭ         1       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       2       1       1       1       2       1       1       1       2       1       1       1       2       1       1       1       2       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1														
LANE     1     1     2     1     1     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR														
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoProt-FixAuto														
	Signal     Prot-Fix     Auto     Prot-Fix     Auto     Prot-Fix     Auto													
Critica	I Movem	ents Diag	ram —											
Critical Movements Diagram SouthBound A: 499														
A: 499														
				E	3:1	25								
		EastE	Bound 363		٨		West	Bound 570		V/C RATI	<u>o L</u>	<u>.0S</u>		
		B:	83		T		B: [	210		0.00 - 0.6	A 0	A Contraction		
					ا IorthBou	n d		210		0.61 - 0.7	0 E	3		
						na 532				0.71 - 0.8	0 C	;		
A = Adjus B = Adjus	ted Left	Volume	t Volume	E	3:	54				0.81 - 0.9	0 0	)		
* = ATSA0							]			0.91 - 1.0	0 E			
Res		h/South C	ritical Mo	vemente	= A(N/	/B) + R	(S/B)							
			tical Move			/B) + B								
		v	/C = —	532	+ 125	-		83	= 0.953	8	LOS =	E		

N/S:		Mason /	Ave		W/E:		Vanov	wen St		I/S No:	8			
AM/PM:	AM		Comm	ients: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE			G	ROWTH	FACTOR:				
Volume	e/Lane/Si	gnal Conf	igurations	;										
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOUN	ND	EA	STBOUN	D		
EVICTINO	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING AMBIENT	31	374	48	93	1041	206	158	1125	97	128	959	82		
RELATED					1									
PROJECT														
TOTAL	31	374	48	93	1041	206	158	1125	97	128	959	82		
LANE	€¶		۹ <del>۱</del> ۵ ۹۱ (	· · · · · ·			ी कि तिर्म				i i	1 1 1		
SIGNAL														
Critica	Critical Movements Diagram													
SouthBound A: 624														
				В	: 9	93								
		EastE	Bound 521		Δ		West A:	Bound 611		V/C RATIO	<u>o l</u>	<u>.0S</u>		
		B:	128				В:	158		0.00 - 0.60				
				— N	orthBour	nd	1			0.61 - 0.70	D E	3		
A = Adjus	tod There	uab/D:	Volume	A	.: 2	11				0.71 - 0.80	0 0	;		
A = Adjus B = Adjus * = ATSA	ted Left	Volume	volume	В	:	31				0.81 - 0.90	D [	)		
- Res				<u>L</u>			J			0.91 - 1.0	D E	L		
103		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)							
	Wes	t/East Crit	tical Move	ments	= A(W/	'B) + B	(E/B)							
		V	/C =	31	+ 624	+ 61 1500	1 +	128	= 0.929	I	LOS =	E		

# CalcaDB Janu

N/S:	\ \	Vinnetka	Ave		W/E:		Vanov	wen St		I/S No:	9			
AM/PM:	AM		Comm	nents: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE			C	ROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s										
		RTHBOU	_		UTHBOU		W	ESTBOUN		FA	STBOUN			
	LT	TH	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT		
EXISTING	91	702	106	122	1256	141	121	1049	106	69	837	86		
AMBIENT					1									
RELATED														
PROJECT														
TOTAL	91	702	106	122	1256	141	121	1049	106	69	837	86		
	€	4 <u>4</u> 4	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	4 ↔	4 <u>4</u> 4	ሳ <del>,</del> ት	<b>6</b> ↔	4 <u>4</u> 4	άπλ (h ≤	<u>ፋ                                   </u>		4 <del>.1</del> ) 4.		
4     2     2     3     4     2     2     3     4     4     2     2     4     4     4     2     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4														
LANE     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1														
SIGNAL									1		-			
	SIGNAL Prot-Fix Auto Prot-Fix Auto Perm Auto Perm Auto													
	l Movem	ents Diag	ram —											
	Critical Movements Diagram													
A: 699														
				В	: 1	22								
			Bound —		٨		_	Bound		V/C RATIO	<u>0 L</u>	<u>_OS</u>		
			462		Ť		A:	578		0.00 - 0.60	) <i>4</i>	4		
		B:	69		 	!	B:	121		0.61 - 0.70	) Е	3		
					orthBour	nd 104				0.71 - 0.8	) (	>		
A = Adjus B = Adjus	ted Left	/olume	t Volume	в	:	91				0.81 - 0.90	) [	D		
* = ATSA(							J			0.91 - 1.00	) Е	E		
Res		h/Couth C	vition Ma	vomente	_ D/N/	(D) . A	(C/D)							
			critical Mo tical Move		·	′B) + A ⁄B) + B								
			/C =		+ 699	-		69	= 1.008	i	LOS =	F		

# CalcaDB Janu

N/S:	ę	Shoup A	ve		W/E:		Victo	ory Bl		I/S No:	10			
AM/PM:	AM		Comm	ients: Ci	umulativ	e Plus Pr	oject							
COUNT D				STU	IDY DATE	E:			GROWTH	FACTOR:				
Volume	e/Lane/Sigr	nal Confi	gurations	, —										
	NOR	THBOUN		SO	UTHBOU	IND	w	ESTBOU	ND	EAS	TBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	110	749	50	135	1351	77	107	815	84	103	996	283		
RELATED PROJECT														
TOTAL	110	749	50	135	1351	77	107	815	84	103	996	283		
LANE	ी कि री 1 2		ሳት ሳ 1	ी कि ¶	← 余 イ 1   1		ी कि €	← 余 イ 2	ት ሳት ላ _ት ት 1	എ 分 个 1   1		ላተ <b>ቅ</b> ላነ		
	Phasing	j R	TOR	Phasi	ng	RTOR	Phasi	ng	RTOR	Phasing	R	TOR		
SIGNAL														
Critica	l Movemer	nts Diagr	am ——											
Critical Movements Diagram SouthBound A: 714 B: 135														
	[	EastB			٨			Bound		V/C RATIO	<u>L(</u>	<u> 25</u>		
		A: B:	640 103		Ĩ		A: B:	408		0.00 - 0.60	Α			
		D.	105		 Lawih Daw			107		0.61 - 0.70	В			
					lorthBou \:	na 375				0.71 - 0.80	С			
	ted Throug ted Left Vo		Volume	В	3:	110				0.81 - 0.90	D			
							J			0.91 - 1.00	E			
nesi		South C	ritical Mo	vements	= B(N	/B) + A	(S/B)							
	West/	East Criti	ical Move	ments	= B(W	/B) + A	(E/B)							
		<b>V</b> /	C = —	110	+ 714	+ 10 1500	)7 +	640	= 1.047	L	OS = I	F		

#### January 28, 2010 ,Thursday 12:34:15 PM

### CalcaDB

N/S:	Тор	anga Ca	nyon Bl		W/E:		Victo	ory Bl		I/S No:	11			
AM/PM:	AM		Comm	ients: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE			(	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	igurations	;										
		RTHBOU	-		UTHBOU		W	ESTBOU		ΕΔ	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	144	869	204	186	1422	108	224	708	128	70	1022	144		
RELATED					1									
PROJECT														
TOTAL	144	869	204	186	1422	108	224	708	128	70	1022	144		
LANE $1 \ 2 \ 1 \ 1 \ 2 \ 1 \ 1 \ 2 \ 1 \ 1 \ $														
SIGNAL	SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix OLA Prot-Fix Auto													
	Movom	anto Diag												
Critical Movements Diagram														
A: 510														
				В	: 1	86								
		East	Bound		٨			Bound		V/C RATI	<u>IO I</u>	<u>_OS</u>		
		A:	389		Ť		A:	236		0.00 - 0.6	60 A	4		
		В:	39				B:	123		0.61 - 0.7	'O E	3		
		<u></u>			orthBour	nd 58	1			0.71 - 0.8	60 C	2		
A = Adjus			Volume							0.81 - 0.9		5		
B = Adjus * = ATSAC				В	•	44								
— Resi	ults —									0.91 - 1.0	0 E			
	Nort	h/South C	critical Mo	vements	= B(N/	B) + A	(S/B)							
	West	t/East Crit	tical Move		,	'B) + A								
		v	/C =	144	+ 510	+ 12 1375	23 +	389	= 0.848	3	LOS =	D		

# CalcaDB January 28, 20

N/S:		Canoga	Ave		W/E:		Victo	ory Bl		I/S No:	1	2		
AM/PM:	AM		Comn	nents: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	IDY DATE			G	ROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s ——										
		RTHBOU	-		UTHBOU		W	ESTBOUN		FA	STBOU			
	LT	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	134	873	118	137	1207	98	239	1069	67	92	923	163		
AMBIENT														
RELATED														
PROJECT	PROJECT TOTAL 134 873 118 137 1207 98 239 1069 67 92 923 163													
TOTAL         134         873         118         137         1207         98         239         1069         67         92         923         163														
4     7     3     4     7     3     6     4     7     3     6     4     4     7     3     6     4     4     7     3     6     4     4     7     3     6     4     4     7     3     6     4     4     7     3     6     4     4     7     3     6     4     4     7     3     6     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4     4														
LANE     1     2     1     2     1     3     1     3     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR														
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixOLAProt-FixOLA														
Critical Movements Diagram														
-														
A: 435 B: 137														
		- East	Bound —			01	Woot	Bound —						
		A:	308		Δ		A:	284		V/C RAT	0	LOS		
		B:	92				B:	239		0.00 - 0.6	0	Α		
		D.	ĴΖ		 	- d		LJJ		0.61 - 0.7	0	В		
					lorthBour A: 3	30				0.71 - 0.8	0	С		
A = Adjus B = Adjus			Volume	E		34				0.81 - 0.9	0	D		
* = ATSAC						]	J			0.91 - 1.0	0	E		
Resi	ults —													
			ritical Mo		•	-								
	West	t/East Crit	tical Move		`	/B) + A								
		V	/C =	134	+ 435	+ 23	9 +	308	= 0.812	2	LOS =	D		

# CalcaDB January 28,

N/S:		De Soto	Ave		W/E:		Victo	ory Bl		I/S No:	1;	3		
AM/PM:	AM		Comm	nents: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:				
volume		-	iguration											
		RTHBOU						ESTBOU						
EXISTING	LT 71	тн 845	RT 165	LT 84	тн 1395	RT 187	LT 515	тн 1411	RT 102	LT 85	тн 1054	RT 50		
AMBIENT														
RELATED														
PROJECT														
TOTAL       71       845       165       84       1395       187       515       1411       102       85       1054       50         4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       <														
<u>4 &amp; A &amp; </u>														
小 分 수 為 分 ゆ 柳 小 分 수 為 分 ゆ 柳 小 分 수 為 分 ゆ 柳 小 分 수 為 分 ゆ 柳       LANE     1     2     1     2     3     1     2     2														
LANE   1   2   1   2   2   1   2   2   1     Phasing   RTOR   Phasing   RTOR   Phasing   RTOR   Phasing   RTOR														
SIGNAL     Prot-Fix     Auto     Prot-Fix     Auto     Prot-Fix     Auto														
	Critical Movements Diagram													
Critical Movements Diagram														
A: 527														
A: 527 B: 84														
		East	Bound —		٨		_	Bound		V/C RAT	<u>IO I</u>	LOS		
		A:	368		Ť		A:	470		0.00 - 0.6	50 <i>i</i>	A		
		В:	47				В:	283		0.61 - 0.7	70 I	В		
					lorthBour \: 3	nd 37			_	0.71 - 0.8	30 (	C		
A = Adjus B = Adjus	ted Left	/olume	Volume	в		71				0.81 - 0.9	90 I	D		
* = ATSAC							J			0.91 - 1.0	)0 I	E		
Resi		h/South C	ritical Mo	vomente	= B(N/	B) · ^	(S/B)							
			tical Move			ы) + А (В) + А								
		V	/C = —	71	+ 527	+ 28		368	= 0.908	3	LOS =	E		

N/S:		Mason	Ave		W/E:		Victo	ory Bl		I/S No:	14			
AM/PM:	AM		Comm	nents: Cu	mulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:		C	ROWTH	FACTOR:				
Volume	e/Lane/Sig	gnal Conf	iguration	s —										
	NO	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOUN	ND	EAS	TBOUND			
EXISTING	LT	TH	RT	LT	TH	RT	LT 100	TH	RT	LT	-	RT		
AMBIENT	57	62	30	362	312	647	128	1515	112	190	1439 1	190		
RELATED														
PROJECT														
TOTAL	57	62	30	362	312	647	128	1515	112	190	1439	190		
	4 Δ		ላ ተን ላተን	<b>ά</b> Δ 4		2 4 44	<b>ά</b> Δ		ላ ዋን ሞን	<b>ά</b> Δ Δ		ት የተን		
4 & A & A & A & A & A & A & A & A & A &														
LANE     1     1     1     1     2     1     3     1     1     3     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR														
SIGNAL														
Critica	Critical Movements Diagram													
				A		356								
				в	: 3	862								
			Bound		٨		Westl	Bound 505		V/C RATIO	LOS	6		
		A: B:	480 190		Ĩ		B:	128		0.00 - 0.60	Α			
			130		l auth Davi			120		0.61 - 0.70	В			
				A	orthBou :	na 46				0.71 - 0.80	С			
A = Adjus B = Adjus	ted Left	Volume	Volume	В	•	57				0.81 - 0.90	D			
* = ATSA							J			0.91 - 1.00	Е			
nes		h/South C	ritical Mo	vements	= B(N	/B) + A	(S/B)							
	West	t/East Cri	tical Move	ments :	-	/B) + B								
		v	/C =	57 -	+ 356	+ 50 1375	)5 +	190	= 0.806	L	OS = D			

#### January 28, 2010 ,Thursday 12:34:15 PM

# CalcaDB

N/S:	Winnetka	a Ave		W/E:		Victo	ory Bl		I/S No:	15				
AM/PM:	AM	Comme	ents: Cur	nulativ	e Plus Pr	oject								
COUNT D	ATE:		STUD	Y DATE			(	GROWTH	FACTOR:					
Volume	/Lane/Signal Con	figurations												
				THBOU	ND	w	ESTBOU		F۵S	TBOUND				
	LT TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
EXISTING	127 846	202	230	1099	238	332	1577	70	64	1312	243			
							-							
RELATED PROJECT														
TOTAL	127 846	202	230	1099	238	332	1577	70	64	1312	243			
LANE	4     分子会子       1     1		୩ ନୁମ 1 2			∮ ∯ 1		2 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	भ ∯ ने 1 2		ላተ <b>ቅ</b> ላነ			
	Phasing	RTOR	Phasing	g l	RTOR	Phasi	ng	RTOR	Phasing	j R	TOR			
SIGNAL														
	I Movements Diag	Iram												
ontica	i movements blag	Jiani	⊂So	uthBou	nd	1								
			A:	4	46									
			В:	2	30									
	- 5	Bound		٨		_	Bound		V/C RATIO	<u> </u>	<u> </u>			
	A:	518		Ť		A:	549		0.00 - 0.60	A				
	B:	64				B:	332		0.61 - 0.70	в				
			A:	orthBour 5	1d 24				0.71 - 0.80	с				
	ted Through/Righ ted Left Volume	t Volume	B:		27				0.81 - 0.90	D				
* = ATSAC				L•		J			0.91 - 1.00					
Res														
	North/South (			•	-									
	West/East Cri V		nents = 524 +	230	(B) + A + 33 1375		518	= 1.167	· I	_OS = 1	₹			

N/S:	Toph	am St		W/E:		Victo	ory Bl		I/S No:	16	<b>i</b>		
AM/PM:	AM	Comm	ents: Cur	nulativ	ve Plus Pr	oject							
COUNT D	ATE:		STUD	Y DAT	E:		G	ROWTH	FACTOR:				
Volume	/Lane/Signal C	onfigurations	;										
	NORTHB	OUND	SOU	THBOI	UND	W	ESTBOUN	ND .	EAS	STBOUN	D		
	LT TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	383 0	5	0	0	0	0	2033	0	0	1292	453		
RELATED PROJECT													
TOTAL	383 0	5	0	0	0	0	2033	0	0	1292	453		
		J		-			1						
4 & 2 & 2 & 2 & 2 & 2 & 2 & 2 & 2 & 2 &													
LANE     1     1     2     2     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-Fix <none>PermAutoPerm<none>PermOLA</none></none>													
Critica	Critical Movements Diagram												
A: 0													
A:0 B:													
	Ea A:	astBound 646	<b> </b>	Λ		West	Bound 1017		V/C RATIO	<u>2</u>	<u>.0S</u>		
	B:	040		T		B:	0		0.00 - 0.60	) 4	<b>N</b>		
	5.			ı rthBou	und		Ū		0.61 - 0.70	) E	3		
A A	tod Thursen's (D)	abt Volume	A:		5				0.71 - 0.80	) C	;		
	ted Through/Ri ted Left Volum		В:		383				0.81 - 0.90	) [	)		
			<u> </u>			J			0.91 - 1.00	) E	<u> </u>		
nesi		h Critical Mov	/ements =	B(N	I/B) + A	(S/B)							
	West/East	Critical Move	ments =	A(W	//B) + B	(E/B)							
		V/C =	383 +		+ 10 ⁻ 1425	17 +	0	= 0.982	2	LOS =	E		

### CalcaDB Janu

N/S:		Corbin /	Ave		W/E:		Victo	ory Bl		I/S No:	17			
AM/PM:	AM		Comm	nents: Cu	mulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:		G	ROWTH	FACTOR:				
Volume	e/Lane/Si	anal Conf	iguration	s ———										
		RTHBOU	_		UTHBOU		W	ESTBOUN		EAS	TBOUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	37	627	97	173	833	327	178	1648	163	99	1102	16		
AMBIENT														
RELATED														
PROJECT														
TOTAL	37	627	97	173	833	327	178	1648	163	99	1102	16		
		수	۲ <u>۱</u> ۲	<u>ዓ</u>	수 <u> </u>	ᡷ᠇᠈ᡧᠯ	ନ	ት <u>ሕ</u>	ላተቅ ላነ ,		金仓	գի գի		
4														
LANE     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1														
SIGNAL														
Critica	I Movem	ents Diag	ram —	۳S	outhBou	nd	٦							
A: 580														
				в	: 1	173								
			Bound		٨		_	Bound		V/C RATIO	<u>) L(</u>	<u>os</u>		
		A:	559		Ť		A:	906		0.00 - 0.60	Α			
		B:	99				B:	178		0.61 - 0.70	В			
				A	orthBou :	na 362				0.71 - 0.80	С			
A = Adjus B = Adjus	ted Left	Volume	Volume	В	•	37				0.81 - 0.90	D			
* = ATSAC							J			0.91 - 1.00	E			
Res		h/South C	ritical Mo	vements	= B(N	/B) + A	(S/B)							
			tical Move			/B) + B								
		V	/C =	37	+ 580	-		99	= 1.081	L	.0S = 1	F		

## CalcaDB January 28

N/S:		Tampa	Ave		W/E:		Victo	ory Bl		I/S No:	18	3		
AM/PM:	AM		Comn	nents: Ci	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	IDY DATE			C	ROWTH	FACTOR:				
Volume	/Lane/Si	anal Conf	iguration	s ——										
		RTHBOU			UTHBOU			ESTBOU			STBOUN			
	LT	TH	RT	LT	ТН	RT	LT	TH	RT		TH	RT		
EXISTING	98	733	113	277	1208	238	85	1541	92	59	1447	46		
AMBIENT														
RELATED														
PROJECT														
TOTAL	98	733	113	277	1208	238	85	1541	92	59	1447	46		
4 分 午 歲 貴 ሶ ൺ 4 分 午 歲 貴 ሶ ൺ 4 分 午 歲 貴 ሶ ൺ 4 分 午 歲 貴 ሶ ൺ       LANE     1     2     1     1     1     1     1														
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL														
Critical Movements Diagram														
-														
A: 604 B: 277														
					<b>b.</b> 2	.77								
		EastE	Bound 747		Δ		A:	Bound 817		V/C RATI	<u>o l</u>	LOS		
					T					0.00 - 0.6	0	A		
		B:	59		 	_	В:	85		0.61 - 0.7	0 E	В		
					lorthBour	nd 67			_	0.71 - 0.8	0 0	С		
A = Adjus B = Adjus			Volume							0.81 - 0.9	0 1	D		
B = Adjus * = ATSAC						98								
Res	ults —									0.91 - 1.0	U L	E		
	Nort	h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)							
	Wes	t/East Crit	tical Move	ements	= A(W/	(B) + B	(E/B)							
		v	/C = —	98	+ 604		17 +	59	<b>=</b> 1.107	,	LOS =	F		
		•				1425								

N/S:	N/S: Wilbur Ave W/E: Victory BI I/S No: 19												
AM/PM:	AM		Comm	ients: Cu	umulativ	e Plus Pr	oject						
COUNT D	ATE:			STU	DY DATE			C	GROWTH	FACTOR:			
Volume			igurations										
		RTHBOU		SO			ESTBOUN						
EXISTING	LT 78	тн 606	RT 101	LT 173	тн 1239	RT 167	LT 78	тн 1617	RT 112	LT 61	тн 1653	RT 129	
AMBIENT													
RELATED													
PROJECT													
TOTAL	78	606	101	173	1239	167	78	1617	112	61	1653	129	
	ፋ ፚ	수 쇼 슋	_{ን Γ} ን ላ _Τ ን	∮ ፹	ት <u>ሕ</u>	å ſ₽ ₫Ţ₽		ት 🚓 ና	ᡷ᠂ᡁ᠈ᡧᠯ	ቁ 🕁 4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ሰት ላ	
LANE	1	1		1	1		1	1 1	1 1		1 1		
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL													
Critica	I Movem	ents Diag	ram		outhBou	nd	٦						
				A		03							
				В	: 1	73							
		_	Bound		٨			Bound		V/C RATI	<u>o L</u>	<u>.0S</u>	
		A:	891		Ť		A:	865		0.00 - 0.6	A 0	4	
		В:	61				B:	78		0.61 - 0.7	0 Е	3	
					orthBour	nd 54				0.71 - 0.8	0 C	;	
A = Adjus B = Adjus	ted Left	Volume	Volume	В		78				0.81 - 0.9	0 C	)	
* = ATSAC							J			0.91 - 1.0	0 Е		
Resu	Results     North/South Critical Movements = B(N/B) + A(S/B)												
West/East Critical Movements = $B(W/B) + A(E/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$													
	-		/C =		+ 703	+ 7		891	= 1.167	,	LOS =	F	

AM/PM:       AM       Comments:       Cumulative Plus Project         COUNT DATE:       STUDY DATE:       GROWTH FACTOR:         Volume/Lane/Signal Configurations       Volume/Lane/Signal Configurations       EASTBOUND	RT 73												
Volume/Lane/Signal Configurations	RT												
	RT												
	RT												
NORTHBOUND SOUTHBOUND EASTBOUND EASTBOUND													
LT TH RT LT TH RT LT TH RT LT TH													
EXISTING 76 788 125 109 1068 180 98 1498 114 111 1824													
RELATED													
TOTAL 76 788 125 109 1068 180 98 1498 114 111 1824	73												
4	h dh												
LANC     I     I     I     I     I     Z     I       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR													
SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix Auto Prot-Fix A	Auto												
Critical Movements Diagram													
SouthBound A: 624													
B: 109													
EastBound V/C RATIO	os												
A: 632 A: 749 0.00 - 0.60 A													
B: 111 B: 98													
0.61 - 0.70 B													
A: 457 0.71 - 0.80 C A = Adjusted Through/Right Volume													
B = Adjusted Left Volume * = ATSAC Benefit * = ATSAC Benefit													
0.91 - 1.00 E													
Results North/South Critical Movements = B(N/B) + A(S/B)													
West/East Critical Movements = $A(W/B) + B(E/B)$													
$V/C = \frac{76 + 624 + 749 + 111}{1375} = 1.135$ LOS =	F												

N/S:		De Soto			W/E:		El Rano	cho Dr		I/S No:	2	1
AM/PM:			Comn	nents: C	umulativ	e Plus Pr	oject					
COUNT D	ATE:			STL	JDY DATE			(	GROWTH	FACTOR:		
	/l ene/0											
volume		gnal Conf										
		RTHBOU TH	ND RT	LT		STBOU TH	ND RT	EASTBOUND LT TH RT				
EXISTING	2	1762	129	43	тн 2458	RT 0	13	0	29	2	0	2
AMBIENT												
RELATED												
PROJECT												
TOTAL	2	1762	129	43	2458	0	13	0	29	2	0	2
	€	4 <u>6</u> <del>6</del>	ላ ተት	ፋ 순	4 <u>4</u> 4	⟨π} ⟨n ≤	\$ <del>4</del> 4	4 <u>6</u> 4	<u></u> Ан} 4п 4	∮ ፚ ና	·	ᡩ᠇ᢩᡅᡐ᠋
LANE	· (+ 1	' (平) 円 2   1		1	· (平) · 2   1		1	· (++) ·   1		1		
	Phasi	na F	RTOR	Phasi	na	RTOR	Phasin	na	RTOR	Phasing	1	RTOR
SIGNAL	Perr	<u> </u>	Auto	Peri	<b>.</b>	Auto	Perm		Auto	Perm		none>
Critica	l Movem	ents Diag	ram ——									
		J		۲٤	SouthBou	nd	Ţ					
					A: 8	19						
				E	B: 4	43						
			Bound —		٨		WestE			V/C RATIO	<u>2</u>	LOS
		A:	2		Ť		A:	29		0.00 - 0.60		4
		B:	2		I		B:	13		0.61 - 0.70	)	В
					NorthBour	nd 30	1			0.71 - 0.80	) (	C
A = Adjus B = Adjus			Volume			2				0.81 - 0.90		D
* = AUJUS							]					
Resi	0.91 - 1.00 E											
North/South Critical Movements = $B(N/B) + A(S/B)$												
West/East Critical Movements = A(W/B) + B(E/B)												
		V	/C = —	2	+ 819	+ 2	9 +	2	= 0.568	; I	_OS =	Α
						1000						

#### January 28, 2010 ,Thursday 12:34:15 PM

# CalcaDB January 28, 2010 ,Th

N/S:	De S	oto Ave		W/E:		Erw	in St		I/S No:	22			
AM/PM:	AM	Comm	nents: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:		STU	DY DATE			(	GROWTH	FACTOR:				
Volume	e/Lane/Signal (	Configuration	s										
	NORTHE			UTHBOU		W	ESTBOU			BOUND			
EXISTING	LT TI 172 13		LT 30	тн 2227	RT 173	LT 31	тн 23	RT 46	LT 54	TH RT 4 178			
AMBIENT						01	20			4 170			
RELATED													
PROJECT													
TOTAL	172 13	97 7	30	2227	173	31	23	46	54	4 178			
	\$ <del>\$</del> \$ \$ \$	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	<b>€</b>	4 <u>4</u> 4	ረተት ላካ ሩ	ቴ 🔶	4 <u>4</u> 4	γ-γγ-γ-γ	<u> </u>	£ € ₽ Ф			
LANE		<b>1</b>		· (4) [ 2   1		¹ ℓ ^j	1 1			₩ ¥ ^γ ^γ			
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
SIGNAL	Perm	Auto	Pern	n	Auto	Spli	t	Auto	Split	Auto			
Critica	I Movements I	Diagram ——		authDau	n al								
			A	outhBou : 8	00								
			в	: ;	30								
		astBound —		Λ		Westl	Bound 46		V/C RATIO	LOS			
				Ť					0.00 - 0.60	Α			
	В	: 54		 	I	B:	31		0.61 - 0.70	В			
			A	orthBour	10 68				0.71 - 0.80	с			
B = Adjus	ted Through/F ted Left Volun		в	:	72				0.81 - 0.90	D			
* = ATSAC						]			0.91 - 1.00	E			
Resi		th Critical Mo	vements	= B(N/	B) + A	(S/B)							
		t Critical Move		·	′B) + A								
		V/C =	172	+ 800	+ 4 1425		91	= 0.778	LC	9S = C			

N/S:	N/S:     Winnetka Ave     W/E:     Brahma Dr/Calvert St     I/S No:     23       AM/PM:     AM     Comments:     Cumulative Plus Project												
COUNT D				DY DATE			(	GROWTH	FACTOR:				
Volume													
	NORTHBO	UND	SO	UTHBOU	ND	W	STBOU	ND	EAS	TBOUND			
	LT TH	RT	LT	TH	RT	LT	TH	RT	LT	TH RT			
EXISTING	186 1067	' 0	4	1270	181	52	23	68	47	0 44	•		
RELATED PROJECT													
TOTAL	186 1067	' 0	4	1070	181	52	00	60	47	0 44			
TOTAL	100 1007	U	4	1270	101	52	23	68	47	0 44	•		
LANE	小     ☆     ☆       1     2			수 _余 수 2	} ₽ 1	ी कि				会 分 ゆ < 1 1 1	4 _T ⋗		
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
SIGNAL		<none></none>	Pern	<u> </u>	OLA	Split		Auto	Split	Auto			
•••••			. •			opin			opiit				
	l Movemente Di												
Critica	I Movements Dia	agram	⊏s	outhBou	nd	٦							
			A	.: 6	35								
			В	:	0								
	_	stBound	_	٨			Bound		V/C RATIO	LOS			
	A:	0		Ť		A:	91		0.00 - 0.60	А			
	В:	26				В:	52		0.61 - 0.70	в			
				lorthBour	nd 34				0.71 - 0.80	С			
	ted Through/Rig ted Left Volume		B		86				0.81 - 0.90	D			
* = ATSAC				•	~~	]			0.91 - 1.00	E			
Resi	ults								0.01 - 1.00	-			
North/South Critical Movements = B(N/B) + A(S/B)													
West/East Critical Movements = A(W/B) + B(E/B)													
		V/C =	186	+ 635	+ 9	1 +	26	= 0.682	. L	OS = B			
					5/5								

## CalcaDB January 28, 3

N/S:	De Soto	o Ave		W/E:		Oxna	ard St		I/S No:	24	L .		
AM/PM:	AM	Comm	nents: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:		STU	DY DATE			C	GROWTH	FACTOR:				
Volume	e/Lane/Signal Co	nfiguration	s										
	NORTHBO	_		UTHBOU		W	ESTBOUI		EAG	TBOUN			
	LT TH	RT	LT	RT	LT	TH	RT	LT	TH	RT			
EXISTING	127 1447	31	54	2271         239         241         467         62					59	168	82		
AMBIENT													
RELATED													
PROJECT													
TOTAL	127 1447	31	54	2271	239	241	467	62	59	168	82		
	4 ~ ~ ~ ~	△ → 4→	4 Δ		ላ ማ የተያ	4 Δ		۲. ۲. ۲. ۲. ۲.	4 A A		ት የተ		
LANE	⁴ ↔ ↔ ↔	1				ייקד [1]			יקד⊤ [1] 1		, ו∿ ל <del>ו</del> ∿ <b>1</b>		
	LANE     1     2     1     2     1     1     1     1     1       Phasing     RTOR     Phasing     RTOR     Phasing     RTOR     Phasing     RTOR												
SIGNAL	Perm	Auto	Pern		Auto	Pern		Auto	Perm		Auto		
	. •												
	I Movements Dia	aram 🚃											
Critica		gram	۳s	outhBou	nd	1							
			A	. 8	37								
			В	3: (	54								
		tBound		٨		West	Bound 265		V/C RATIC	<u>)</u>	<u>.0S</u>		
	A:	168		Ť					0.00 - 0.60	A	<b>\</b>		
	В:	59		 	- d	B:	241		0.61 - 0.70	E	3		
			A	lorthBour	na 193				0.71 - 0.80	c	;		
B = Adjus	ted Through/Rig ted Left Volume	ht Volume	в	k: 1	27				0.81 - 0.90		)		
* = ATSAC						J			0.91 - 1.00	E	<u>:</u>		
Results													
North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = B(W/B) + A(E/B)													
		V/C =		+ 837	-	(_,_,  1 +	168	= 0.915	; I	_OS =	E		
				1	1500			_ 0.010	-				

#### January 28, 2010 , Thursday 12:34:15 PM

### CalcaDB **INTERSECTION DATA SUMMARY SHEET**

N/S:	l	Winnetka	Ave		W/E:		Oxna	ard St		I/S No:	2	5	
AM/PM:	AM		Comn	nents: C	umulativ	e Plus Pr	oject						
COUNT D	ATE:			STI	JDY DATE			0	GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	iguration	s ——									
		RTHBOU			OUTHBOU		W	ESTBOU		EA	STBOU		
	LT	TH	RT	LT	ТН	RT	LT	LT TH RT			LT TH RT		
EXISTING	52	1139	48	33	1465	231	58	260	15	153	287	69	
AMBIENT													
RELATED													
PROJECT													
TOTAL	52	1139	48	33	1465	231	58	260	15	153	287	69	
	1	~ ~ ~	N 4 N	1	~ ~ ~		1 1	~ ~ ^		1 ~ /	~ ~ /		
		1 1	אדאיאן (	r ir i		1 1 1	И Ф		אדעי אין אדעי אין א				
	LANE 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1												
	Phasi	ng F	RTOR	Phas	ing	RTOR	Phasi	ng	RTOR	Phasin	g	RTOR	
SIGNAL	Perr	n /	Auto	Per	m	Auto	Pern	n	Auto	Perm		Auto	
Critica	l Movem	ents Diag	ram 💳										
					SouthBou	nd 48	7						
					B: ;	33							
			Bound		٨		_	Bound		V/C RATI	<u>o</u>	LOS	
		A:	287		Ť		A:	333		0.00 - 0.6	0	Α	
		B:	153		I		В:	58		0.61 - 0.7	0	В	
					NorthBour		1			0.71 - 0.8	0	с	
A = Adjus			Volume			94							
B = Adjus * = ATSAC					B:	52				0.81 - 0.9		D	
							<b>_</b>			0.91 - 1.0	0	Е	
Results North/South Critical Movements = B(N/B) + A(S/B)													
West/East Critical Movements = A(W/B) + B(E/B)													
$V/C = \frac{52 + 848 + 333 + 153}{-0.924}$ LOS = E													
		V,	/C = —		1	1500			= 0.924	•	103 =	Ľ	

N/S:	De Soto	Ave		W/E:		Burba	ank Bl		I/S No:	2	26		
AM/PM:	AM	Comme	ents: Cu	umulative	e Plus Pr	oject							
COUNT D	ATE:		STU	DY DATE			(	GROWTH	FACTOR:				
Volume	e/Lane/Signal Con	figurations											
	NORTHBOU	ND	SO	UTHBOU	ND	W	ESTBOU	ND	EA	STBOU	ND		
EXISTING	LT TH 242 1633	RT 0	LT 0	тн 1608	вт 691	LT 0	тн 0	RT 0	LT 166	<u>тн</u> 0	RT 129		
AMBIENT	242 1033		U	1000	091	U	U	U	100	U	129		
RELATED													
PROJECT													
TOTAL	242 1633	0	0	1608	691	0	0	0	166	0	129		
		ארא אן <u>א</u> 				▝▏▕▞	イ 余 イ 	→ lo dlo					
		RTOR	Phasir	<u> </u>	RTOR	Phasir	ng	RTOR	Phasin	g 	RTOR		
SIGNAL	Perm <	none>	Perm		Auto				Split		Auto		
	I Movements Diag												
Cinica	i wovements Diag	jiani	<b>⊢</b> S	outhBour	nd	1							
			A	: 7	66								
			В	:	0								
		Bound —	<b> </b>	٨		_	Bound		V/C RATI	<u>0</u>	LOS		
	A:B:	71		Ť		A:	0		0.00 - 0.6	0	Α		
	D:	91			J	<u>р.</u>	U		0.61 - 0.7	0	В		
			A	orthBour	ia 44				0.71 - 0.8	0	с		
B = Adjus	ted Through/Righ ted Left Volume	t Volume	в	: 2	42				0.81 - 0.9	0	D		
* = ATSAC						J			0.91 - 1.0	0	E		
Resi		Critical Mov	/emente	= B(N/	B) ⊥ ∆	(S/B)							
North/South Critical Movements = B(N/B) + A(S/B) West/East Critical Movements = A(W/B) + B(E/B)													
		//C =		+ 766	+ 0		91	= 0.733	i	LOS =	с		
				1	500								

AM/PM: AM Comments: Cumulative Plus Project												
COUNT DATE: STUDY DATE: GROWTH FACTOR:												
Volume/Lane/Signal Configurations												
LT TH RT LT TH RT LT TH RT LT TH	RT											
EXISTING         192         1481         0         0         1215         600         157         5         651         0         0	0											
AMBIENT												
RELATED												
TOTAL         192         1481         0         0         1215         600         157         5         651         0         0	0											
ላ ራ ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት ት	ት የነ <del>የ</del>											
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing	RTOR											
SIGNAL Prot-Fix Perm Auto Split Auto												
Critical Movements Diagram												
SouthBound												
A: 600												
B: 0												
	LOS											
	Α											
	В											
NorthBound         0.71 - 0.80	с											
A = Adjusted Through/Right Volume	D											
* = ATSAC Benefit	E											
Results												
North/South Critical Movements = $B(N/B) + A(S/B)$												
West/East Critical Movements = $A(W/B) + A(E/B)$												
$V/C = \frac{192 + 600 + 328 + 0}{1425} = 0.786$ LOS =	С											

N/S:		De Soto	Ave		W/E:		101 EB	Ramps		I/S No:	2	28
AM/PM:	AM		Comm	nents: Cu	mulativ	ve Plus Pr	oject					
COUNT D	ATE:			STU	DY DATE	E:		(	GROWTH	FACTOR:		
Volume	/Lane/Si	gnal Conf	iguration	s ——								
	NC	RTHBOU		SO	UTHBOL		WE	ESTBOU		ΕΔ	STBOU	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT TH RT		
EXISTING	0	854	129	1007	421	0	0	0	0	734	5	439
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	854	129	1007	421	0	0	0	0	734	5	439
	ቁ ፚ	수	ሪጉን ላነ ረ	ᡩᡒ᠂	ት <u>ኡ</u> 4	ᡷᢛᡧ	५ ॢि	ት 🚓 ና	ት የ ¹ ት	∮ ፚ ና	<u>ک</u> د	ᡷᢩᢛ᠂ᡧ
LANE		3	1		2					1 1		1
	Phasi	ng I	RTOR	Phasir	ng	RTOR	Phasir	ng	RTOR	Phasing	9	RTOR
SIGNAL	Perr	n <	none>	Prot-F	ix <	none>				Split		Auto
Critica	I Movem	ents Diag	ram	ГS	outhBou	Ind	1					
				A	-	211						
				В	:	554						
		EastE	Bound -		٨		Weste	Bound 0		V/C RATIO	<u>2</u>	<u>LOS</u>
		B:	439 370		Ť		B:	0		0.00 - 0.60	)	Α
		В.	370		ا orthBou	nd		U		0.61 - 0.70	)	В
				A		285				0.71 - 0.80	)	С
A = Adjus B = Adjus	ted Left	Volume	volume	В	:	0				0.81 - 0.90	)	D
* = ATSAC							J			0.91 - 1.00	)	E
nesi		h/South C	ritical Mo	vements	= A(N	/B) + B	(S/B)					
West/East Critical Movements = A(W/B) + A(E/B)												
		V	/C = —	285	+ 554	+ ( 1425	) +	439	= 0.897	· I	LOS =	D

N/S:	N/S: De Soto Ave W/E: Ventura BI I/S No: 29													
AM/PM:	AM		Comm	nents: C	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STI	STUDY DATE: GROWTH F									
Volume	e/Lane/Sig	gnal Conf	igurations	; —										
	NO	RTHBOU	ND	S	SOUTHBOUND WESTBOUND					EASTBOUND				
EXISTING	LT 103	тн 287	вт 146	LT 708	TH	RT 416	LT 67	тн 1276	RT 450	LT 254	тн 1323	RT 67		
AMBIENT	103	207	140	700	206	410	07	1270	450	234	1323	07		
RELATED														
PROJECT														
TOTAL	103	287	146	708	206	416	67	1276	450	254	1323	67		
	\$\ ₽	ት 🚓 🛱	; _Γ ጶ ፋ _Τ ጶ		ት _ጨ	չ եչ վե	∮ ቆ	수 🚓 수	չ լծ գ _ղ ծ	∮ ፚ	` ~	^l y ( ¹ )		
LANE		1 1		2	1	1	1	3	1	1 2				
	Phasir	ng l	RTOR	Phas	ing	RTOR	Phasi	ng	RTOR	Phasing	) R	TOR		
SIGNAL	PhasingRTORPhasingRTORPhasingRTORSIGNALSplitAutoSplitOLAPermOLAProt-FixAuto													
	l Moveme	ents Diag	ram ——											
				۲	SouthBou		]							
				4	A: 2	206								
				I	B: 3	89								
		EastE	Bound 463		Δ		West	Bound 425		V/C RATIC	<u>) L</u>	<u> 25</u>		
		B:	254				B:	67		0.00 - 0.60	A (			
					' NorthBou	nd				0.61 - 0.70	) В			
م الم	tod Three	uab/Diabi	Volume			17				0.71 - 0.80	c c			
A = Adjus B = Adjus * = ATSAC	ted Left \	/olume	volume	1	B: 1	03				0.81 - 0.90	) D			
							J			0.91 - 1.00	) E			
Results North/South Critical Movements = A(N/B) + B(S/B)														
West/East Critical Movements = A(W/B) + B(E/B)														
		V	/C =	217	+ 389	+ 42 1375	25 +	254	= 0.935	; L	_OS = 1	E		

# CalcaDB

N/S:		etka Ave		W/E:		101 WB	Ramps	i	I/S No:	3	D		
AM/PM:	AM	Comn	nents: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:		STU	DY DATE				GROWTH	FACTOR:				
Volume	/Lane/Signal	Configuration	s										
			SO	UTHBOU		WE	STBOU		FA	STBOUN			
	LT T	H RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT		
EXISTING	152 87	75 0	0	1074	466	360	2	538	0	0	0		
RELATED													
PROJECT													
TOTAL	152 87	75 0	0	1074	466	360	2	538	0	0	0		
	\$ <i>A A A</i>	2 4 A 4A	\$ 🔶	4 <u>4</u> 4	⟨π} ⟨n <u>⟨</u>	ፋ ቍ 4	ې چ چ	4πλ 4⊓ - <u></u>	\$ <del>}</del> 4	2 <u>.</u>	ᡧ᠇᠌ᡷ᠂ᠬ		
4 分 수 歲 後 ሶ 钟 4 分 수 歲 後 ሶ 钟 4 分 수 歲 後 ሶ 钟       LANE     1     2     1     1     1													
LANE 1 2 2 1 1 1 1 1 1													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR SIGNAL Prot-Fix													

# CalcaDB

N/S:	I	Vinnetka	Ave		W/E:		101 EB	Ramps		I/S No:		31	
AM/PM:	AM		Comm	nents: Cu	umulativ	e Plus Pr	oject						
COUNT D	ATE:			STU	DY DATE			(	GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Conf	iguration	s ——									
	NO	RTHBOU		SO	UTHBOU		WE	ESTBOU		FA	STBOU		
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT	
EXISTING	0	631	211	481	952	0	0	0	0	396	0	230	
AMBIENT													
RELATED													
PROJECT													
TOTAL	0	631	211	481	952	0	0	0	0	396	0	230	
····································													
LANE 1 1 1 1 2 1 1 1 1 1 1													
LANE   1   1   2   1   1   1     Phasing   RTOR   Phasing   RTOR   Phasing   RTOR													
Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Perm <none>     Prot-Fix     <none>     Split     Auto</none></none>													
Critical Movements Diagram													
-													
A: 476 B: 481													
			Bound		٨		_	Bound		V/C RATI	<u>o</u>	<u>LOS</u>	
		A: B:	230 396		Ĩ		A:	0		0.00 - 0.6	0	Α	
		D.	530		ا IorthBou	nd		U		0.61 - 0.7	0	В	
	4 - d <b>7</b> 1			A		316				0.71 - 0.8	0	С	
A = Adjus B = Adjus * = ATSAC	ted Left	Volume	voiume	В	:	0				0.81 - 0.9	0	D	
= ATSAC							J			0.91 - 1.0	0	E	
nesi		h/South C	ritical Mo	vements	= A(N/	/B) + B	(S/B)						
	Wes	t/East Cri	tical Move	ements	= A(W	/B) + B	(E/B)						
		v	/C = —	316	+ 481	+ ( 1425	) +	396	= 0.837		LOS =	D	

# CalcaDB January 28, 2010

## INTERSECTION DATA SUMMARY SHEET

N/S:		Winnetka	ı Ave		W/E:		Venti	ura Bl		I/S No:	32	2	
AM/PM:	AM		Comn	nents: Cu	imulativ	e Plus P	roject						
COUNT D	ATE:			STU	DY DATE	<b>I</b> :		(	GROWTH	FACTOR:			
Volume		-	figuration										
		RTHBOU			UTHBOU			ESTBOU			ASTBOUN		
EXISTING AMBIENT	LT 90	тн 328	RT 36	LT 337	тн 412	RT 329	LT 82	тн 792	RT 228	LT 288	тн 1393	RT 84	
RELATED		<u> </u>			<u> </u>	 		<u> </u>			<u> </u>		
PROJECT          TOTAL     90     328     36     337     412     329     82     792     228     288     1393     84													
TOTAL         90         328         36         337         412         329         82         792         228         288         1393         84													
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$													
Critical Movements Diagram SouthBound A: 412 B: 185													
		East	Bound —				West	Bound		V/C RAT	<u>10 I</u>	LOS	
		<b>A</b> :	492		Ц Т		A:	396		0.00 - 0.6	50 <i>I</i>	A	
		В:	288				B:	82		0.61 - 0.7		В	
					lorthBou	364	1			0.71 - 0.8	30 (	C	
A = Adjus B = Adjus	ted Thro	ugh/Right Volume	t Volume	B		90				0.81 - 0.9		D	
* = ATSAC										0.91 - 1.0	)0 F	E	
Resi		h/South C	 Critical Mc	ovements :	= A(N/	/B) + /	A(S/B)						
				ements =	,	//B) + E							
		v	//C =	364 -	+ 412	-	96 +	288	= 1.062	2	LOS =	F	

1375

# CalcaDB

N/S:		De Soto	Ave		W/E:		Satic	oy St		I/S No:	1			
AM/PM:	PM		Comm	ents: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:				
Volume	/Lane/Sig	gnal Conf	igurations	;										
	NO	RTHBOU			UTHBOU		W	ESTBOU			STBOUN	D		
EXISTING	LT 101	тн 1337	RT 140	LT 127	тн 1104	RT 146	LT 101	тн 890	RT 105	LT 140	тн 1174	RT 78		
AMBIENT			140	127		1.10					1114			
RELATED														
PROJECT														
TOTAL	101	1337	140	127	1104	146	101	890	105	140	1174	78		
	∮ ፚ	<u>ት                                    </u>	ւի գեծ	ተ	ት 🚓 ቲ	ላተን ላገ ፈ	₲₯	ት 🚓 ና	ት ሳ _ት 🖞	ቁ ፚታ	ት <u>ኡ</u> ቲ	ᡷ᠇᠈᠋ᢥ		
4 分 午 益 贷 户 钟 4 分 午 益 贷 户 钟 4 分 午 益 贷 户 钟 4 分 午 益 贷 户 钟       LANE     1     2     1     1     1     1     1     1														
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoPermAutoProt-FixAuto														
	SIGNAL Prot-Fix Auto Prot-Fix Auto Perm Auto Prot-Fix Auto													
Critica	l Movem	ents Diag	ram ——											
Critical Movements Diagram SouthBound A: 625														
A: 625														
				В	: 1	27								
		EastE	Bound 626		٨		Westl	Bound 498		V/C RATI	<u>o L</u>	<u>_OS</u>		
					T		B:			0.00 - 0.6	0 A	4		
		В:	140				D.	101		0.61 - 0.7	0 E	3		
					orthBour	nd 92				0.71 - 0.8	0 C	;		
A = Adjus B = Adjus	ted Left V	Volume	Volume	в	: 1	01				0.81 - 0.9	0 [	)		
* = ATSAC							J			0.91 - 1.0	0 Е	E		
Resi		h/South C	ritical Mo	vemente	= B(N/	R) ⊥ ^	(S/B)							
			tical Move			′B) + A								
			/C =		+ 625	+ 10		626	= 1.057	7	LOS =	F		

## CalcaDB

N/S:		Mason A	ve		W/E:		Satio	coy St		I/S No:	2			
AM/PM:	РМ		Comm	nents: Cu	ımulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:				
Volume	/Lane/Sig	nal Confi	gurations	s ——										
	NOF	RTHBOUN	ND	SO	UTHBOL	IND	W	ESTBOU	ND	EAS	TBOUND	)		
EXISTING AMBIENT	LT 104	тн 931	RT 83	LT 116	тн 791	RT 128	LT 94	тн 979	RT 81	LT 169	тн 1192	RT 112		
RELATED PROJECT														
TOTAL	104	931	83	116	791	128	94	979	81	169	1192	112		
IOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOTALIIOT														
ORINAL														
Critica	l Moveme	nts Diagr	am ——											
Critical Movements Diagram SouthBound A: 460 B: 116														
		EastB	ound 652		Δ		West	Bound 530		V/C RATIO	<u>LC</u>	<u>)S</u>		
		B:	169				B:	94		0.00 - 0.60	Α			
				N	orthBou	nd				0.61 - 0.70	В			
A = Adius	ted Throu	ah/Riaht	Volume	A	:	507				0.71 - 0.80				
	ted Left V			В	: 1	04				0.81 - 0.90				
	ults —						-			0.91 - 1.00	E			
	North		ritical Mo ical Move			/B) + B /B) + A								
	west		C = —		+ 116	-		652	= 0.913	3 L	.OS = E	Ē		

# CalcaDB

N/S:	١	Vinnetka	Ave		W/E:		Satio	coy St		I/S No:	3			
AM/PM:	PM		Comm	ients: Cu	ımulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s —										
	NO	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOU	ND	EAS	TBOUNI			
EVICTING	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING AMBIENT	143	1115	123	166	1051	163	90	850	157	134	968	127		
RELATED								_						
PROJECT														
TOTAL	143	1115	123	166	1051	163	90	850	157	134	968	127		
	1			1	· · · ·		<u>۸</u> ۸			1 ^ ^				
LANE	יו (ד   <b>1</b>	[┬] 孫 ᅚ 1│ ┃1			ד קדן ז 2	1 1	יעד <b>1</b>	十一日 1 1	<u>}</u> ו∿ לק∿ ו	4 分 个 1 1	- 一 - 一 - 1	ሳት ላ _ገ		
	Phasi	ng F	RTOR	Phasii	ng	RTOR	Phasi	ing	RTOR	Phasing	F	RTOR		
SIGNAL	PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAutoPermAuto													
Critica	I Movem	ents Diag	ram		outhBou	nd	7							
				A		526								
				в	:	66								
			Bound		٨		West	tBound 504		V/C RATIO	<u>L</u>	<u>os</u>		
		A: B:	134		Ť		B:	90		0.00 - 0.60	Α			
		D.	134		ا orthBou	nd		50		0.61 - 0.70	В			
				A		519				0.71 - 0.80	С			
A = Adjus B = Adjus	ted Left	Volume	Volume	в	: 1	43				0.81 - 0.90	D			
* = ATSAC							]			0.91 - 1.00	E			
Resi		h/South C	ritical Mo	vements	= A(N/	′B) + B	(S/B)					·		
	Wes	t/East Crit	ical Move	ments	-	/B) + A								
		V	/C = —	619	+ 166	+ 9 1500	0 +	548	= 0.949	L	OS =	E		

# CalcaDB

N/S:		De Soto	Ave		W/E:		Sherm	an Way		I/S No:	4			
AM/PM:	РМ		Comm	nents: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:				
Volume	e/Lane/Si	gnal Conf	iguration											
		RTHBOU			UTHBOU			ESTBOU			STBOUN			
EXISTING AMBIENT	LT 121	тн 1754	RT 297	LT 110	тн 1051	RT 162	LT 178	тн 1065	RT 139	LT 186	тн 1818	вт 153		
RELATED PROJECT														
TOTAL	121	1754	297	110	1051	162	178	1065	139	186	1818	153		
LANE	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL	Phasing     RTOR     Phasing     RTOR     Phasing     RTOR       SIGNAL     Perm     Auto     Prot-Fix     Auto     Prot-Fix     Auto													
Critica	Critical Movements Diagram													
	Critical Movements Diagram SouthBound A: 607													
				B	:	10								
		EastE	Bound 657		Ą		West	Bound 401		V/C RATI	<u>o l</u>	<u>_OS</u>		
		B:	186				В:	178		0.00 - 0.6				
				N	lorthBou	nd				0.61 - 0.7				
A = Adjus	ted Thro	ugh/Right	Volume	A	.: 6	684				0.71 - 0.8				
B = Adjus * = ATSAC	ted Left	Volume		B	: 1	21				0.81 - 0.9				
Res	ults —									0.91 - 1.0	0 E	=		
		h/South C			•	-	(S/B)							
	Wes	t/East Crit	ical Move			-		657						
		V	/C =	004		+ 17 1425	78 +		= 1.143	<b>}</b>	LOS =	F		

# CalcaDB Janu

N/S:		Mason /	Ave		W/E:		Sherm	an Way		I/S No:	5		
AM/PM:	PM		Comm	nents: Cu	umulativ	e Plus Pr	oject					]	
COUNT D	ATE:			STU	DY DATE	E:		(	GROWTH	FACTOR:		]	
Volume			iguration										
		RTHBOU			UTHBOU			ESTBOU					
EXISTING	LT 75	тн 922	RT 65	LT 112	тн 712	RT 143	LT 84	тн 1139	RT 89	LT 149 1	TH RT		
AMBIENT													
RELATED													
PROJECT													
TOTAL	75	922	65	112	712	143	84	1139	89	149	265 57	·	
LANE	ी कि त्री								2 lb dtb			₽	
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto													
	Mayam	anta Dia <i>n</i>											
Critica	iwovern	ents Diag	ram	⊏s	outhBou	nd	1						
				A		128							
				в		12							
		EastE	Bound 441	<b>i</b>	Δ		West	Bound 409		V/C RATIO	LOS		
		B:	149				B:	84		0.00 - 0.60	Α		
		<u> </u>		N	lorthBou	nd				0.61 - 0.70	В		
م الم	tod There	uab/D:	Volume	A		194				0.71 - 0.80	С		
A = Adjus B = Adjus * = ATSA0	ted Left	Volume	volume	В	:	75				0.81 - 0.90	D		
- AISAC							J			0.91 - 1.00	E		
nesi		h/South C	ritical Mo	vements	= A(N/	′B) + B	(S/B)						
	Wes	t/East Crit	ical Move	ments	= A(W	/B) + B	(E/B)						
		V	/C = —	494	+ 112	+ 40 1500	)9 +	149	= 0.776	L(	DS = C		

# CalcaDB January 28, 201

N/S:		Vinnetka		ante: O	W/E:	ve Plus Pr		an Way		I/S No:	6		
COUNT D					umulativ IDY DATE			(	GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	iguration	s ——									
	NO	RTHBOU	ND		UTHBOU	IND	W	ESTBOU	ND	EAS	STBOUN	D	
EXISTING	LT 172	тн 1156	вт 96	LT 179	тн 949	RT 156	LT 91	тн 987	вт 156	LT 154	тн 1115	RT 111	
AMBIENT	172	1150	90	179	949	150	91	907	150	154	1115		
RELATED								1	1				
PROJECT													
TOTAL	172	1156	96	179	949	156	91	987	156	154	1115	111	
4													
LANE 1 1 1 1 1 2 1 1 1 2 1 1 1 2 1													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL     Prot-Fix     Auto     Prot-Fix     Auto     Prot-Fix     Auto													
Critical Movements Diagram SouthBound													
SouthBound       A:     475													
B: 179													
			Bound		٨		_	Bound		V/C RATIO	<u> </u>	<u>os</u>	
		A:	409		Ť		A:	381		0.00 - 0.60	) А		
		B:	154				B:	91		0.61 - 0.70	) В		
					NorthBou	nd 526	1			0.71 - 0.80	) C	:	
A = Adjus			Volume							0.81 - 0.90			
B = Adjus * = ATSAC					3: 1	172							
	ults —									0.91 - 1.00	) E		
		h/South C	ritical Mo	vements	= A(N/	/B) + B	(S/B)						
	Wes	t/East Crit	ical Move	ements	= A(W	/B) + B	(E/B)						
		V/	C = —	626	+ 179	+ 38 1375	31 +	154	= 0.975	; I	_OS =	E	

# CalcaDB

N/S:		De Soto	Ave		W/E:		Vanov	wen St		I/S No:	7			
AM/PM:	РМ		Comm	ients: Cu	ımulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:			GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations	s —										
	NC	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOU	ND	EAS	STBOUN	D		
EXISTING	LT 62	тн 1624	вт 124	LT 117	TH	RT 220	LT	тн 931	RT 143	LT 179	TH 1424	rt 104		
AMBIENT	02	1024	124		999	220	109	931	143	179	1434	104		
RELATED														
PROJECT														
TOTAL	62	1624	124	117	999	220	109	931	143	179	1434	104		
	ፋ 슈	<u> </u>	ላተን ላካ •	ፋ 순	4 <u>6</u> 4	ት የተ	ፋ 순	4 <del>6</del> 4	ረተን ላካ ረ	ፋ 순 ረ	2	ሳተን ሳነ		
4 分 수 歲 貴 ሶ ൺ 4 分 수 歲 貴 ሶ ൺ 4 分 수 歲 貴 ሶ ൺ         1       2       1       1       1       2       1       1       2       1       1       2       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1														
LANE121111212121PhasingRTORPhasingRTORPhasingRTORPhasingRTORPhasingRTOR														
SIGNAL														
	l Movem	ents Diag	ram —											
Critical Movements Diagram SouthBound A: 610														
A: 610														
				В	:	17								
		EastE	Bound 513	$\neg$	Ą		West	Bound 466		V/C RATIO	<u>o L</u>	<u>.0S</u>		
		B:	179				B:	109		0.00 - 0.60	A 0	L		
				N	orthBou	nd				0.61 - 0.70	0 B	}		
A . Adi	tad Thre	uah/Diaki	Volume	A		583				0.71 - 0.80	0 C	;		
A = Adjus B = Adjus * = ATSA0	ted Left	Volume	volume	В	:	62				0.81 - 0.90	0 D	)		
= ATSAC							J			0.91 - 1.0	0 E			
1103		h/South C	ritical Mo	vements	= A(N/	/B) + B	(S/B)							
	Wes	t/East Crit	tical Move	ments	= A(W	/B) + B	(E/B)							
		V	/C =	583	+ 117	+ 46 1375	6 +	179	= 0.978	}	LOS =	E		

# CalcaDB January

N/S:		Mason /	Ave		W/E:		Vanov	wen St		I/S No:	8			
AM/PM:	РМ		Comn	nents: Cu	ımulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s ———										
		RTHBOU			UTHBOU		W	ESTBOUI		FA	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	36	693	45	102	546	138	55	944	91	214	1212	65		
AMBIENT														
RELATED														
PROJECT														
TOTAL	36	693	45	102	546	138	55	944	91	214	1212	65		
	ፋ 슈	4 <u>6</u> 6	ላተን ላካ	ፋ 순	4 <u>6</u> 4	ት የ	ፋ 순	<u> </u>	ት የ ት	<u>ዓ</u> ራ ረ	2 <u>2</u> 2	᠂ᡁ᠈ᡧᠯ		
4 分 수 歲 贷 ሶ ጥ 4 分 수 歲 贷 ሶ ጥ 4 分 수 歲 贷 ሶ ጥ 4 分 수 歲 贷 ሶ ጥ       LANE     1     1     1     1     1														
LANE     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1														
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAutoPermAuto														
	SIGNAL Perm Auto Perm Auto Perm Auto Perm Auto													
Critica	I Movem	ents Diag	ram ——											
Critical Movements Diagram														
				A	.: 3	842								
				В	:	02								
		EastE	Bound 639		Δ		West	Bound 518		V/C RATI	<u>o l</u>	<u>_OS</u>		
		B:	214				B:	55		0.00 - 0.6	0 /	4		
					ا orthBou	nd				0.61 - 0.7	0 E	3		
				A		169				0.71 - 0.8	0 0	C		
A = Adjus B = Adjus	ted Left	Volume	Volume	в	: :	36				0.81 - 0.9	0 [	כ		
* = ATSAC										0.91 - 1.0	0 E	E		
Res		h/South C	ritical Mo	vements	= A(N/	(B) + B	(S/B)				_			
			tical Move		•	/B) + B								
		V	/C =	369	+ 102	+ 51 1500	18 +	214	= 0.802		LOS =	D		

# CalcaDB January 28, 2010

N/S:	,	Winnetka	Ave		W/E:		Vanov	wen St		I/S No:	9			
AM/PM:	РМ		Comm	ients: Cu	ımulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s ——										
	NC	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOU	ND	EA	STBOUN	D		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	98	1149	103	130	908	94	93	955	120	121	1110	84		
								1	 					
RELATED PROJECT														
TOTAL	98	1149	103	130	908	94	93	955	120	121	1110	84		
INTAL301149103130300343333312012111004 $4 \rightarrow 2 \rightarrow 3 \rightarrow 3$ $4 \rightarrow 3 \rightarrow 3$														
Critica	Critical Movements Diagram													
	SouthBound A: 501 B: 130													
		_			٨					V/C RATI	<u>o L</u>	<u>.0S</u>		
		A:	597		Ť		A:	538		0.00 - 0.6	0 A	4		
		В:	121		I		B:	93		0.61 - 0.7	0 E	3		
				A	orthBou : 6	nd 526				0.71 - 0.8	0 C	;		
A = Adjus B = Adjus * = ATSAC	ted Left	Volume	Volume	В	:	98				0.81 - 0.9	0 0	)		
							J			0.91 - 1.0	0 E	:		
Resi		h/South C	ritical Mo	vements	= A(N/	/B) + B	(S/B)							
	Wes	t/East Crit	tical Move			/B) + A								
		V	/C =	626	+ 130	+ 9 1425	3 +	597	= 1.015	5	LOS =	F		

# CalcaDB January 2

N/S:	Sho	up Ave		W/E:	:: Victory Bl I/S No: 10						
AM/PM:	PM	Comn	nents: Cu	ımulativ	e Plus Pr	oject					
COUNT D	ATE:		STU	DY DATE	:		C	ROWTH	FACTOR:		
Volume	/Lane/Signal (	Configuration	s —								
	NOBTHE	BOUND	SO	UTHBOU	IND	W	ESTBOUN	ND	EAS	TBOUND	)
EXISTING			LT	TH	RT	LT	TH	RT	LT	TH	RT 12C
AMBIENT	203 14	45 117	112	749	96	95	1004	166	106	939	136
RELATED				1			-				
PROJECT											
TOTAL	203 14	45 117	112	749	96	95	1004	166	106	939	136
		<u>ት</u> ርጉ የተን	ዓ 슈	ት	ᡧᢇᢂ᠋ᢩ	ፋ 슈	<u>ት ሕ</u> ት	ረተን ላካ 🖌	ፋ 순 수		ሰት ላካ
LANE	1 2		1	1 1		1	2	1	1 1		
	Phasing	RTOR	Phasii	าต	RTOR	Phasi	ina I	RTOR	Phasing	ı R	TOR
SIGNAL	Perm	Auto	Pern	<u> </u>	Auto	Perr		Auto	Perm		luto
0.0.0				•	71010						luto
	I Movements I	Diagram									
			∟s	outhBou	nd	1					
			A	: 4	23						
			В	: 1	12						
		astBound	<b>_</b>	٨		_	Bound		V/C RATIO	<u>) L(</u>	<u> </u>
	A			Ť		A:	502		0.00 - 0.60	A	
	В	: 106				B:	95		0.61 - 0.70	в	
				orthBoui	nd /23			_	0.71 - 0.80	С	
	ted Through/F ted Left Volun		в		203				0.81 - 0.90	D	
* = ATSAC						]			0.91 - 1.00	E	
Resi											
		th Critical Mo		<b>、</b>	-	(S/B)					
	West/East	t Critical Move		-	-	(E/B) -					
		V/C =	723	+ 112		5 +	538	= 0.979	) l	.OS = 1	E
					1500						

## CalcaDB

N/S:	Тор	anga Ca	nyon Bl		W/E:		Victo	ory Bl		I/S No:	1	1	
AM/PM:	PM		Comm	ients: Cu	ımulativ	e Plus Pr	oject						
COUNT D	ATE:			STU	DY DATE	:		(	GROWTH	FACTOR:			
Volume	/Lane/Si	anal Conf	igurations	, ——									
		RTHBOU	-		UTHBOU		W	ESTBOU		EA	STBOUN		
	LT	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	216	1677	378	265	1161	127	306	943	255	160	921	183	
AMBIENT													
RELATED													
PROJECT													
TOTAL	216	1677	378	265	1161	127	306	943	255	160	921	183	
	ፋ 순	<u> </u>	ረተቅ ላካ	ፋ 순	ት <u>ኡ</u> ፋ	ት	ፋ 순	ት <u>ኡ</u> ና	₩ ₩	ፋ 순 4	2 <u>2</u> 2	አ _በ ን ላ _ገ አ	
4 分 수 歲 貴 ሶ ጥ 4 分 수 歲 貴 ሶ ጥ 4 分 수 歲 貴 ሶ ጥ         1       2       1       2       3       1       2       2       1													
PhasingRTORPhasingRTORPhasingRTORSIGNALProt-FixAutoProt-FixAutoProt-FixAuto													
	SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix OLA Prot-Fix Auto												
Critica	l Movem	ents Diag	ram ——										
				_s	outhBou		1						
				A	.: 4	29							
				В	: 2	265							
			Bound 368		٨		Westl	Bound 314		<u>V/C RATI</u>	<u>o</u> 1	LOS	
		A: B:			T		B:	168		0.00 - 0.6	0	A	
		В.	88		ا orthBou	n d	р. 	100		0.61 - 0.7	0	В	
				A		i85				0.71 - 0.8	0	С	
A = Adjus B = Adjus	ted Left V	Volume	Volume	в	: 2	216				0.81 - 0.9	0	D	
* = ATSAC						_	J			0.91 - 1.0	0	E	
Resi		h/South C	ritical Mo	vemente	= A(N/	(B) + B	(S/B)						
			tical Move		•	•							
			/C =		+ 265			368	= 1.081		LOS =	F	

# CalcaDB

N/S:	N/S:     Canoga Ave     W/E:     Victory BI     I/S No:     12       AM/PM:     PM     Comments:     Cumulative Plus Project													
AM/PM:	PM		Comn	nents: C	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STL	JDY DATE	<b>:</b>		C	BROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	iguration	s ——										
		RTHBOU			DUTHBOU		W	ESTBOU		ΕΔ	STBOUN			
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT		
EXISTING	210	1569	384	130	966	152	231	1169	211	151	1350	230		
AMBIENT														
RELATED														
PROJECT														
TOTAL	210	1569	384	130	966	152	231	1169	211	151	1350	230		
<u> </u>														
4 分 午 録 気 ゆ f や f 分 子 録 気 ゆ f や f 分 子 録 気 ゆ f や f 分 子 録 気 ゆ f や f か f か f か f か f か f か f か f か f か														
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix OLA Prot-Fix OLA														
Critica	Critical Movements Diagram													
						373								
				E	B:	130								
		EastE	Bound		٨		West	Bound 345		<u>V/C RATI</u>	<u>o</u> <u>i</u>	LOS		
			450		Ť					0.00 - 0.6	0	A		
		В:	151		 		B:	231		0.61 - 0.7	0	в		
					NorthBou A:	nd 551				0.71 - 0.8	0	С		
A = Adjus B = Adjus	ted Left	Volume	Volume	E	3: 2	210				0.81 - 0.9	0	D		
* = ATSAC							J			0.91 - 1.0	0	E		
Resi	Results													
		n/South C t/East Crit			•	/B) + B /B) + A								
			/C = —	651	+ 130	-		450	= 1.063	5	LOS =	F		

# CalcaDB January 2

N/S:		De Soto	Ave		W/E:		Victo	ory Bl		I/S No:	13			
AM/PM:	РМ		Comn	nents: Ci	umulativ	ve Plus Pr	oject							
COUNT D	ATE:			STU	IDY DATI	E:		C	BROWTH	FACTOR:				
	e/Lane/Si	gnal Conf	iguration	s —										
, i chaine		RTHBOU	-		UTHBOL		10/1	ESTBOU		EAC	TBOUND			
		ТН	RT		TH	RT		TH	RT		TH RT			
EXISTING	74	1256	457	109	901	197	256	1140	119		1910 135			
AMBIENT														
RELATED														
PROJECT														
TOTAL	74	1256	457	109	901	197	256	1140	119	446	1910 135			
	4 分 수 歲 貴 ሶ 钟 4 分 수 歲 貴 ሶ 钟 4 分 수 歲 貴 ሶ 钟         1       2       1       2       3       1       2       2       1													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
SIGNAL Prot-Fix Auto Prot-Fix Auto Prot-Fix														

# CalcaDB

N/S:		Mason A	Ave		W/E:		Victo	ory Bl		I/S No:	14	4	
AM/PM:	PM		Comm	nents: Cu	ımulativ	e Plus Pr	oject						
COUNT D	ATE:			STU	DY DATE	E:		C	GROWTH	FACTOR:			
Volume		gnal Conf											
		RTHBOUI			UTHBOU			ESTBOUN			STBOUN		
EXISTING AMBIENT RELATED	LT 101	тн 177	RT 82	LT 161	тн 157	RT 242	17 39	тн 1188	RT 187	LT 377	тн 1863	RT 134	
PROJECT													
TOTAL	101	177	82	161	157	242	39	1188	187	377	1863	134	
$\begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \end{array} \\ \begin{array}{c} \end{array} \\ \end{array} $													
												, luto	
Critica	il Moveme	ents Diagi	ram ——	S A B	L	nd 157 161							
			Bound		٨			Bound		V/C RATI	<u>0</u>	LOS	
		A: B:	621		Ť		A:	396 39		0.00 - 0.6	0	A	
		D.	377		I		D	39		0.61 - 0.7	0	в	
					orthBou	nd I 30				0.71 - 0.8	0	С	
A = Adjus B = Adjus	ted Left \	/olume	Volume	в	: 1	101				0.81 - 0.9	0	D	
* = ATSA(							J			0.91 - 1.0	0	E	
Res	Results North/South Critical Movements = A(N/B) + B(S/B)												
	West	t/East Crit	ical Move	ments	= A(W	/B) + B	(E/B)						
		V/	C = —	130	+ 161	+ 39 1375	96 +	377	= 0.774	l	LOS =	С	

# CalcaDB

N/S:	١	Vinnetka	Ave		W/E:		Victo	ory Bl		I/S No:	15			
AM/PM:	PM		Comm	ients: Cu	ımulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations											
	NO	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOU	ND	EAST	BOUND			
EVIOTINO	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH F	RT		
EXISTING AMBIENT	146	1030	141	174	792	127	135	1313	145	241 1	619 1	84		
RELATED														
PROJECT														
TOTAL	146	1030	141	174	792	127	135	1313	145	241 1	619 1	84		
	<u> </u>													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR														
SIGNAL     Prot-Fix     Auto     Prot-Fix     Auto     Prot-Fix     Auto														
Critical Movements Diagram														
				A	.: 3	806								
				В	:	74								
		EastE	Bound <u>6</u> 01		Δ		West	Bound 486		V/C RATIO	LOS			
		B:	241		T		B:	135		0.00 - 0.60	Α			
		D.	241		ا orthBou	nd		1.00		0.61 - 0.70	В			
				A		586				0.71 - 0.80	С			
B = Adjus	A = Adjusted Through/Right VolumeB = Adjusted Left VolumeB:1460.81 - 0.90D													
	* = ATSAC Benefit 0.91 - 1.00 E													
Kes	Results     North/South Critical Movements = A(N/B) + B(S/B)													
	North/South Critical Movements = $A(N/B) + B(S/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$													
		v	/C =	586	+ 174	+ 13 1375	95 +	601	₌ 1.088	LC	)S = F			

# CalcaDB

N/S:	N/S:     Topham St     W/E:     Victory BI     I/S No:     16       AM/PM:     PM     Comments:     Cumulative Plus Project												
AM/PM:	PM	Comm	ents: Cu	mulativ	ve Plus Pr	oject							
COUNT D	ATE:		STUD	Y DAT	E:		G	BROWTH	FACTOR:				
Volume	/Lane/Signal Co	nfigurations											
		-		ITHBOI		W	ESTBOUN		EAST	BOUND			
	LT TH	RT	LT	TH	RT	LT	TH	RT		TH RT			
EXISTING	316 0	6	0	0	0	0	1430	0	0 1	712 356			
AMBIENT													
RELATED													
PROJECT													
TOTAL	316 0	6	0	0	0	0	1430	0	0 1	712 356			
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL   Prot-Fix     Perm   Auto   Perm    Perm   OLA													
Critical Movements Diagram													
SouthBound													
			A:		0								
			B:		0								
		tBound		٨		_	Bound		V/C RATIO	LOS			
	A:	856		Ť	1	A:	715		0.00 - 0.60	Α			
	В:	0				В:	0		0.61 - 0.70	В			
			A:	orthBou	ind 6			_	0.71 - 0.80	С			
	ted Through/Rig ted Left Volume	ht Volume	B:		316				0.81 - 0.90	D			
	* = ATSAC Benefit												
Resi													
	North/South Critical Movements = B(N/B) + A(S/B)												
	West/East C	ritical Move		•	//B) + A		050						
		V/C =	316 +		+ 0	) +	856	= 0.822	LO	S= D			
					1723								

# CalcaDB

N/S:		Corbin	Ave		W/E:		Vict	ory Bl		I/S No:	17		
AM/PM:	РМ		Comm	ients: Ci	umulativ	e Plus Pr	oject						
COUNT D	ATE:			STU	IDY DATE	E:		(	GROWTH	FACTOR:			
Volume	e/Lane/Si	gnal Conf	iguration	s —									
	NC	RTHBOU	ND	SO	UTHBOU	IND	W	ESTBOU	ND	EAS	TBOUN	)	
EXISTING	LT 36	тн 867	RT 144	LT 131	тн 464	RT 159	LT 87	тн 1384	RT 366	LT 153	тн 1456	вт <b>31</b>	
AMBIENT								100-1			1400	01	
RELATED		1			1								
PROJECT													
TOTAL	36	867	144	131	464	159	87	1384	366	153	1456	31	
	ፋ 순	수 쇼 습	ላጉቅ ላካ /		수 쇼 수	ᡷ᠂ᡰ᠈᠂ᢤᡰ			ት የ ¹ ኛ	ፋ 순 수	金仓	የት ላተ	
4       2       2       3       4       2       4       2       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4       4													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL     Perm     Auto     Perm     Auto     Perm     Auto													
	l Movem	ents Diag	ram —										
Critical Movements Diagram													
				4	1: 3	812							
				E	3:	31							
		Easte	Bound 744	<b>_</b> _	Ą		West	Bound 875		V/C RATIC	<u>) L</u>	<u>05</u>	
		B:	153				B:	87		0.00 - 0.60			
					lorthBou	nd	┟────			0.61 - 0.70	В		
	ted The	uala (Di ala)	. V			506				0.71 - 0.80	С		
A = Adjus B = Adjus * = ATSA0	ted Left	Volume	voiume	B	B:	36				0.81 - 0.90	D		
				<u> </u>			_			0.91 - 1.00	E		
nesi	Results North/South Critical Movements = A(N/B) + B(S/B)												
	North/South Critical Movements = A(N/B) + B(S/B) West/East Critical Movements = A(W/B) + B(E/B)												
		v	/C =	506	+ 131	+ 87 1500	75 +	153	= 1.110	L	.0S =	F	

# CalcaDB January 2

N/S:		Tampa /	Ave		W/E:		Victo		I/S No:	18	
AM/PM:	РМ		Comm	ients: Cu	umulativ	e Plus Pr	oject				
COUNT D	ATE:			STU	DY DATE			G	ROWTH	FACTOR:	
Volume	/Lane/Si	gnal Conf	igurations	, ——							
	NC	RTHBOU	ND	SO	UTHBOU	ND	W	ESTBOUN	ID	EASTB	OUND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT T	
EXISTING	174	1191	114	205	658	135	61	1535	204	109 17	52 40
RELATED											
PROJECT											
TOTAL	174	1191	114	205	658	135	61	1535	204	109 17	52 40
	ፋ ፚ	수 쇼 슧	( በቅ ፋተቅ	ዓ ፹	수 <u> </u>	እ ሌ የት		수 쇼 쇼	( _በ ን ላ _ገ )	<u>ላ</u> ኇ ት ፹	የት ሳ ታ
LANE	1	2	1		2	1	1	1 1			
	Phasi	ng F	RTOR	Phasi	ng	RTOR	Phasi	ng F	RTOR	Phasing	RTOR
SIGNAL	Prot-F	ix	Auto	Prot-F	ix	Auto	Perr	n ,	Auto	Perm	Auto
	Movem	ents Diag	ram —								
Critica	INOVEIN	ents blag	am	∟s	outhBou	nd	٦				
				A	.: 3	29					
				В	: 2	:05					
			Bound	<b> </b>	٨		_	Bound		V/C RATIO	LOS
		A:	896		Ť		A:	870		0.00 - 0.60	Α
		В:	109		ا IorthBouı	nd	В: [	61		0.61 - 0.70	В
				A		i96				0.71 - 0.80	С
A = Adjus B = Adjus	ted Left	Volume	volume	в	: 1	74				0.81 - 0.90	D
* = ATSAC										0.91 - 1.00	E
nesi		h/South C	ritical Mo	vements	= A(N/	B) + B	(S/B)				
		t/East Crit			,	/B) + B					
		V	/C =	596	+ 205	-	70 +	109	= 1.249	LOS	= F

# CalcaDB

N/S:		Wilbur A	Ave		W/E:		Victo	ory Bl		I/S No:	19	•	
AM/PM:	РМ		Comm	nents: Cu	ımulativ	e Plus Pr	oject						
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:			
Volume		gnal Conf	-										
		RTHBOU			UTHBOU			ESTBOUN			STBOUN		
EXISTING AMBIENT RELATED	LT 149	тн 810	RT 95	LT 109	тн 545	RT 103	LT 66	тн 1486	RT 219	LT 136	тн 1767	RT 76	
PROJECT													
TOTAL	149	810	95	109	545	103	66	1486	219	136	1767	76	
LANE	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAutoPermAuto													
Critica	Critical Movements Diagram SouthBound A: 324 B: 109												
			Bound		٨			Bound		V/C RATI	<u>o l</u>	LOS	
		A: B:	922 136		Ť		A: [	853 66		0.00 - 0.6	0	4	
		D.	130		1		D	00		0.61 - 0.7	0 E	В	
				A	orthBou	nd 153				0.71 - 0.8	0 0	C	
B = Adjus	A = Adjusted Through/Right Volume       B = Adjusted Left Volume       * = ATSAC Benefit												
							J			0.91 - 1.0	0 E	E	
Resi	Results North/South Critical Movements = A(N/B) + B(S/B) West/East Critical Movements = A(W/B) + B(E/B)												
	1165		/C =		+ 109	-	53 +	136	= 1.034	L	LOS =	F	

# CalcaDB January 2

N/S:	Rese	eda Bl	<b>W</b> /	E:	Victory BI	I/S No: 20
AM/PM:	PM	Comm	ents: Cumula	ative Plus P	roject	
COUNT D	ATE:		STUDY D	ATE:	GROW	TH FACTOR:
Volume	/Lane/Signal C	onfigurations	;			
	NORTHB		SOUTHE		WESTBOUND	EASTBOUND
EXISTING	LT TH		LT TH 94 85		LT TH RT 103 1465 16	
AMBIENT						
RELATED						
PROJECT						
TOTAL	124 113	5 118	94 85	4 174	103 1465 165	5 143 1655 115
	₲	ኇ፟፟፟፟፝፞፞	<u>ዓ                                   </u>	: ት ቀ	<u>ላ                                   </u>	\$P\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
LANE		1	1 1			
	Phasing	RTOR	Phasing	RTOR	Phasing RTOR	Phasing RTOR
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Prot-Fix Auto	Prot-Fix Auto
Critica	I Movements D	iagram ——				
			South	Bound	7	
			A:	514		
			B:	94		
	_	stBound		٨	WestBound	V/C RATIO LOS
	A:	590		Ť	A: 733	0.00 - 0.60 A
	В:	143	<u> </u>	 	B: 103	0.61 - 0.70 B
			NorthE	627		0.71 - 0.80 C
B = Adjus	ted Through/Ri ted Left Volum		В:	124		0.81 - 0.90 D
* = ATSAC						0.91 - 1.00 E
Resi		h Critical Mo	vements =	A(N/B) + E	B(S/B)	
	West/East	Critical Move			B(E/B)	
		V/C =	627 +	94 + 7 1375	<u>33 + 143</u> = 1.	.161 LOS = F

# CalcaDB

N/S:	N/S:     De Soto Ave     W/E:     El Rancho Dr     I/S No:     21       AM/PM:     PM     Comments:     Cumulative Plus Project													
AM/PM:	РМ		Comm	ents: Cu	umulativ	e Plus Pr	oject							
COUNT D	ATE:			STU	IDY DATE			(	GROWTH	FACTOR:				
Volume	/Lane/Si	gnal Conf	igurations	,										
	NC	RTHBOU		SO	UTHBOU	ND	W	ESTBOU		FΔ	STBOUN			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
EXISTING	7	2024	202	13	1380	1	34	0	5	2	0	6		
AMBIENT														
RELATED														
PROJECT														
TOTAL	7	2024	202	13	1380	1	34	0	5	2	0	6		
	\$	4 <u>6</u> 6	ት የ የ	ፋ 순	수 슈 수	ት	ፋ 순	4 <u>6</u> 4	<h+ \+<="" \h="" td=""><td>ፋ 순 ረ</td><td>2</td><td>ᡷ᠂ᡗ᠈᠂ᡧᠯ</td></h+>	ፋ 순 ረ	2	ᡷ᠂ᡗ᠈᠂ᡧᠯ		
4     2     1     2     1     2     1     1     1     1     1     1       LANE     1     2     1     1     1     1     1     1     1														
PhasingRTORPhasingRTORPhasingRTORSIGNALPermAutoPermAutoPermAuto														
SIGNAL Perm Auto Perm Auto Perm Auto Perm Auto Perm <none></none>														
Critical Movements Diagram														
Critical Movements Diagram SouthBound														
				4	4: 4	60								
				E	3:	13								
		_	Bound	<b> </b>	٨			Bound		<u>V/C RATI</u>	<u>o</u>	LOS		
		A:	6		Ť		A:	5		0.00 - 0.6	0	A		
		В:	2			1	B:	34		0.61 - 0.7	0	В		
					lorthBour A: 7	nd '42				0.71 - 0.8	0	с		
A = Adjus B = Adjus	ted Thro ted Left	ugh/Right Volume	Volume	E		7				0.81 - 0.9	0	D		
* = ATŠAC						J	]			0.91 - 1.0	0	E		
Resi		h/Carth C		come and -	A / N 1 /	D) - D								
			ritical Mov tical Move		•	-	(S/B) (E/B)							
			/C =	742	+ 13	+ 3	4 +	6	= 0.530	)	LOS =	A		
					-	1500								

# CalcaDB

N/S:		De Soto	Ave		W/E:		Erw	in St		I/S No:	22		
AM/PM:	PM		Comn	nents: Ci	umulativ	e Plus Pr	oject						
COUNT D	ATE:			STU	IDY DATE	:			GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Confi	guration	s —									
	NO	RTHBOUN	ND	SC	UTHBOU	ND	W	ESTBOU	ND	EASTB	OUND		
EXISTING	LT 143	тн 1866	вт 43	LT 44	тн 1157	вт 215	LT 17	тн 16	RT 23		н вт 3 283		
AMBIENT	145	1000	43		1157	215	17	10	23	213 2	5 205		
RELATED								1					
PROJECT													
TOTAL	143	1866	43	44	1157	215	17	16	23	213 2	3 283		
	₲₽		_Г ⋗ ५ _Т ⋗	ቁ 👉	수 🚓 순	≜ IÞ 4⊤Þ		ት _ጨ	ት ሳት ላ	ላ ኇ ት ቭ	ት ው ው ት		
LANE	1	2 1		1	2 1		1	1	1		1 1		
	Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
SIGNAL													
	Mayam	ents Diagr											
Critica	INOVEIII	ents Diagi	am	rs	SouthBou	nd	1						
				A	A: 4	57							
				E	3:	14							
		EastB	ound 173		Δ		West	Bound 23		V/C RATIO	LOS		
		B:	173		T		B:	17		0.00 - 0.60	Α		
			175	╧╝┝╻	ا NorthBour			17		0.61 - 0.70	В		
			., .			36				0.71 - 0.80	С		
A = Adjus B = Adjus	ted Left	Volume	Volume	E	B: 1	43				0.81 - 0.90	D		
* = ATSAC							J			0.91 - 1.00	E		
- Hesi	Results     North/South Critical Movements = A(N/B) + B(S/B)												
West/East Critical Movements = A(W/B) + A(E/B)													
		V/	C =	636	+ 44	+ 2	3 +	173	= 0.615	LOS	6= B		

N/S:		Winnetka			W/E: [		rahma Dr	/Calvert	St	I/S No:	2	23	
AM/PM: COUNT D			Comm	L	DY DATE	e Plus Pr	oject		GROWTH	FACTOR:			
				310		•							
Volume	e/Lane/Si	gnal Conf	igurations	;									
	NC	RTHBOU	ND	SO	UTHBOU	ND	WE	STBOU	ND	EAS	STBOU	ND	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	96	1332	0	11	872	97	19	4	22	149	0	106	
					1								
RELATED PROJECT													
TOTAL	96	1332	0	11	872	97	19	4	22	149	0	106	
									· · · · ·		•		
4 分 分 歲 後 ሶ 钟 4 分 수 歲 後 ሶ 钟 4 分 수 歲 後 ሶ 钟       LANE     1     2     1     1     2     1													
SIGNAL	PhasingRTORPhasingRTORPhasingRTORSIGNALProt-Fix <none>PermOLASplitAutoSplitAuto</none>												
SIGNAL	1101-1			ren		ULA	Spin		Auto	Opin		Auto	
	l Movem	ents Diag	ram ——										
ontica	i woveni	citto Diag		⊢s	outhBou	nd	1						
				A	4:	136							
				В	:	0							
		EastE	Bound 58	<b> </b>	Δ		WestE	Bound 26		V/C RATIO	<u>)</u>	<u>LOS</u>	
		B:	82		T		B:	19		0.00 - 0.60	)	Α	
					ہ IorthBou	nd				0.61 - 0.70	)	В	
۰	tod Three	uab/D:	Volume	A		66				0.71 - 0.80	)	с	
A = Adjus B = Adjus	ted Left	Volume	voiume	В	:	96				0.81 - 0.90	)	D	
	* = ATSAC Benefit 0.91 - 1.00 E												
Resi		h/South C	ritical Mo	vements	= A(N/	/B) + B	(S/B)						
		t/East Crit			•	-	(E/B)						
		V	′C = —	666	+ 0		6 +	82	= 0.563	, I	LOS =	Α	
						1375							

# CalcaDB

N/S:		De Soto	Ave		W/E:		Oxna	ard St		I/S No:	2	4	
AM/PM:	PM		Comm	nents: C	umulativ	e Plus Pr	oject						
COUNT D	ATE:			STL	JDY DATE			(	GROWTH	FACTOR:			
Volume	/Lane/Si	gnal Conf	iguration	s —									
		RTHBOU	-		OUTHBOU	ND	w	ESTBOU		FA	STBOU		
	LT	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	128	1827	177	49	1269	185	29	223	25	228	445	242	
					1			<u> </u>	1				
RELATED PROJECT													
TOTAL	128	1827	177	49	1269	185	29	223	25	228	445	242	
Image: Signal       Image: Signal<													
Critica	Critical Movements Diagram SouthBound A: 485 B: 49												
		EastE	Bound <u>445</u>		Δ		West	Bound 124		V/C RATIO	<u>0</u>	LOS	
		B:	228				B:	29		0.00 - 0.60	) .	Α	
				╧╶┟╴╻	ا NorthBour	nd				0.61 - 0.70	0	В	
	4 a al <b>77</b> 1					68				0.71 - 0.80	0	с	
A = Adjus B = Adjus	ted Left V	Volume	volume	E	B: 1	28				0.81 - 0.90	)	D	
* = ATSAC							J			0.91 - 1.00	)	E	
Resi	North/South Critical Movements = A(N/B) + B(S/B) West/East Critical Movements = B(W/B) + A(E/B)												
		V	/C = —	668	+ <b>49</b>	+ 2 1500	9 +	445	= 0.794	Ļ	LOS =	С	

# CalcaDB

N/S:	1	Winnetka	Ave		W/E:		Oxna	rd St		I/S No:	2	5
AM/PM:	РМ		Comm	ents: Cu	ımulativ	e Plus Pr	oject					
COUNT D	ATE:			STU	DY DATE			(	GROWTH	FACTOR:		
Volume	/Lane/Si	gnal Confi	igurations	,								
	NC	RTHBOU		SO	UTHBOU		WE	STBOU		ΕΔ	STBOUN	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	94	1256	63	33	972	109	12	63	19	178	478	59
RELATED PROJECT												
TOTAL	94	1256	63	33	972	109	12	63	19	178	478	59
4 分 分 份 份 份 份 份 份 份 分 分 份 份 份 份 份 份 份 份												
Critica	l Movem	ents Diagi	ram ——									
				A B		nd 541 33						
		EastB	Bound		Δ		West	Bound		V/C RATIO	<u>0 i</u>	<u>LOS</u>
		A:	478		Ť		A:	94		0.00 - 0.60	0	4
		В:	178		I		B:	12		0.61 - 0.70	D I	В
					orthBou	nd i60			<u>-</u>	0.71 - 0.80	0 0	C
A = Adjus B = Adjus			Volume	В		94				0.81 - 0.90	D I	D
* = ATSAC Benefit 0.91 - 1.00 E												
Resu	Results     North/South Critical Movements = A(N/B) + B(S/B)											
West/East Critical Movements = $B(W/B) + A(E/B)$ West/East Critical Movements = $B(W/B) + A(E/B)$												
		<b>V</b> /	C = —	660	+ 33	-		478	= 0.789	)	LOS =	С

# CalcaDB January 2

N/S:	De Soto Ave W/E: Burbank Bl Comments: Cumulative Plus Project									I/S No:	26
AM/PM:	РМ		Comn	nents: C	umulativ	e Plus Pı	oject				
COUNT D	ATE:			STL	IDY DATE	:		C	GROWTH	FACTOR:	
Volume	e/Lane/Si	gnal Conf	iguration	s —							
	NC	RTHBOU	ND	SC	UTHBOU	ND	W	ESTBOU	ND	EASTB	OUND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	· · · · · · · · · · · · · · · · · · ·	H RT
EXISTING	88	1422	0	0	1840	169	0	0	0	650 (	0 535
					1			1			
					1						
PROJECT											
TOTAL	88	1422	0	0	1840	169	0	0	0	650	0 535
		~ ~ ~		1. \	~ ~ ~		1. A	$\wedge \wedge \wedge$		$\Lambda \wedge \wedge /$	
		1 1		Ч <del>Г</del>						\$ \$ \$ \$ \$	
LANE	1	3			2 1					2	2
	Phasi	ng F	RTOR	Phasi	ng l	RTOR	Phasii	ng l	RTOR	Phasing	RTOR
SIGNAL	Perr	n <r< td=""><td>none&gt;</td><td>Perr</td><td>n</td><td>Auto</td><td></td><td></td><td></td><td>Split</td><td>Auto</td></r<>	none>	Perr	n	Auto				Split	Auto
Critica	l Movem	ents Diagi	ram —								
				_s	SouthBour		1				
				4	A: 6	70					
				E	3:	0					
		EastE	Bound —		٨		West	Bound		V/C RATIO	LOS
		A:	294		4		A:	0		0.00 - 0.60	Α
		В:	358				B:	0			
					lorthBour	nd	┨────			0.61 - 0.70	В
	ted The		Value	Å	A: 4	74				0.71 - 0.80	С
B = Adjus	ted Left		volume	E	3: 8	38				0.81 - 0.90	D
* = ATŠAC	C Benefit									0.91 - 1.00	Е
Resi	ults —										
	Nort	h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)				
	Wes	t/East Crit	ical Move	ements	= A(W/	B) + B	(E/B)				
		V	′C = —	88	+ 670		) +	358	<b>= 0.744</b>	LOS	6= C
		• /			1	500					

# CalcaDB January 24

N/S:										I/S No:	2	7
AM/PM:	РМ		Comn	nents: Ci	umulativ	e Plus Pr	oject					
COUNT D	ATE:			STU	IDY DATE	:			GROWTH	FACTOR:		
Volume	/Lane/Sig	gnal Confi	iguration	s ——								
	NO	RTHBOUN	D	SC	UTHBOU	ND	W	ESTBOU	ND	EAS	STBOUN	ID
	LT	TH	RT	LT	TH	RT	LT	тн	RT	LT	TH	RT
EXISTING	248	1105	0	0	1526	636	283	0	529	0	0	0
RELATED												
PROJECT												
TOTAL	248	1105	0	0	1526	636	283	0	529	0	0	0
	ፋ 🕁	ት ሒ ቲ	ሳተቅ ላ	ନ	수	ረተን ላካ እ	∮ ฏ	수	ᡩ᠇ᢀ᠂ᡧ	∮ ∂ ኅ	♪ <u>余</u>	አ _በ ን ላተን
LANE		2			4	1	1	1	1			
	Phasir	ng F	TOR	Phasi	ng l	RTOR	Phasir	ng	RTOR	Phasing	9	RTOR
SIGNAL	Prot-F	ix		Perr	n <	none>	Spli	t	Auto			
Critica	l Moveme	ents Diagı	ram ——		SouthBour	nd	]					
						0						
		EastB			٨			Bound		V/C RATIO	<u>2</u>	LOS
		A:	0		Ť		A:	271		0.00 - 0.60	)	A
		В:	0				B:	271		0.61 - 0.70	)	В
					lorthBour A: 5	nd 53				0.71 - 0.80	) (	С
A = Adjus B = Adjus	ted Left \		Volume	E	3: 2	48				0.81 - 0.90	)	D
* = ATSAC							]			0.91 - 1.00	)	E
Resi		h/South C	ritical Mo	vements	= B(N/	B) + A	(S/B)					
West/East Critical Movements = $A(W/B) + A(E/B)$												
			C =	248	+ 636	+ 27		0	= 0.811		LOS =	D

# CalcaDB Januar

N/S:		De Soto	Ave		W/E:		101 EB	Ramps		I/S No:	2	8	
AM/PM:	PM		Comn	nents: Ci	umulativ	e Plus Pr	oject						
COUNT D	ATE:			STU	IDY DATE	E:			GROWTH	FACTOR:			
	/l ano/Si	gnal Conf	iguration										
volume		-	-										
		RTHBOU TH	ND RT		UTHBOU TH	ND RT	LT	ESTBOU TH	ND RT		STBOU TH	ND RT	
EXISTING	0	808	253	919	844	0	0	0	0	567	3	237	
AMBIENT													
RELATED													
PROJECT													
TOTAL	0	808	253	919	844	0	0	0	0	567	3	237	
	ፋ 슈	수 슈 슈	ረተን ላካ ኃ	ፋ 슈		ᡩ᠇ᢩᡷ᠂ᡁ	ፋ 슈	<u> </u>	ᡩ᠇᠋ᡐ᠂ᡎ	ፋ 슈 イ	ے مہر د	ረት ላነ <i>ኢ</i>	
4 命令命令命令命令命令命令命令命令命令命令命令命令命令命令。       LANE     3     1     2     2     1     1     1													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL													
Critica	I Movem	ents Diag	ram		outhBou	nd	-						
					-	122							
				E	3: 5	505							
		East	Bound		٨		_	Bound		V/C RATIO	<u>0</u>	<u>LOS</u>	
		A:	285		Ť		A:	0		0.00 - 0.6	D	Α	
		В:	285				B:	0		0.61 - 0.70	D	в	
					lorthBour	nd 269			_	0.71 - 0.80	D	с	
A = Adjus B = Adjus	ted Left	Volume	t Volume	E	3:	0				0.81 - 0.90	D	D	
* = ATSAC Benefit 0.91 - 1.00 E													
Resi		h/South C	critical Mo	vemente	= A(N/	/B) ⊥ B	(S/B)						
	West/East Critical Movements = A(W/B) + A(E/B)												
		v	/C = —	269	+ 505	-		285	= 0.743	l	LOS =	с	

# CalcaDB

N/S:		De Soto	Ave		W/E:		Venti	ura Bl		I/S No:	29		
AM/PM:	PM		Comm	nents: Cu	ımulativ	e Plus Pr	oject						
COUNT D	ATE:			STU	DY DATE	:		C	GROWTH	FACTOR:			
Volume	e/Lane/Sig	gnal Conf	iguration	s									
	NO	RTHBOU	ND	SO	UTHBOL	IND	W	ESTBOU	ND	EAS	STBOUN	D	
	LT	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	66	215	88	489	252	362	66	1162	465	338	1084	76	
					1								
RELATED PROJECT													
TOTAL	66	215	88	489	252	362	66	1162	465	338	1084	76	
	ፋ 슈	ት ሐ ዓ	ላተቅ ላካ	ፋ 슈	<u>ት ሕ</u> 4	ᡧᡅᡧ	ፋ 슈	수 슈 수	ᡷ᠂ᡗ᠈᠂ᡧᠯ	ቁ ፚ ና	<u>ት</u>	የት ፋተ	
LANE													
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR													
SIGNAL													
	l Movem	ents Diag	ram —										
		sine Biag		۲s	outhBou	nd	]						
				A	: 2	252							
				В	:	269							
		EastE	Bound 387		Ą		West	Bound 387		V/C RATIO		<u>.0S</u>	
		B:	338				B:	66		0.00 - 0.60			
				N	orthBou	nd	<u> </u>			0.61 - 0.70	D E	3	
A - Adiua	tod Three	uah/Piah	Volume	A	:	152				0.71 - 0.80	D C	;	
B = Adjus	A = Adjusted Through/Right Volume       B = Adjusted Left Volume       * = ATSAC Benefit												
	0.91 - 1.00 E												
	North/South Critical Movements = A(N/B) + B(S/B)												
	West/East Critical Movements = A(W/B) + B(E/B)												
		V	/C = —	152	+ 269	+ 38 1375	37 +	338	= 0.833	5	LOS =	D	

N/S:		etka Ave		W/E:		101 WB	Ramps		I/S No:	30	)	
AM/PM: COUNT D		Comm		IMUIATIV	e Plus Pr -	oject		GROWTH	FACTOR:			
Volume	/Lane/Signal (	Configurations	;									
	NORTHE	BOUND	SO	UTHBOU	ND	WE	STBOU	ND	EA	STBOUN	ID	
			LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	207 83	0 0	0	836	298	318	13	552	0	0	0	
RELATED PROJECT												
TOTAL	207 83	0 0	0	836	298	318	13	552	0	0	0	
	4 φ φ φ	 _	<b>ά</b> Δ <i>i</i>		2 - 12 (H)	<b>6</b> Δ 4		2 A 4A	<b>ά</b> Δ Δ		› ት (ተ)	
4 分 分 歲 後 ゆ 钟 4 分 수 歲 後 ゆ 钟 4 分 수 歲 後 ゆ 钟       LANE												
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
SIGNAL	Prot-Fix	<none></none>	Perm	1 <	none>	Split		Auto				
Critica	I Movements I	Diagram ——		outhBou	nd	7						
			A		118							
			В	:	0							
		astBound — 0		Λ		WestE	Bound 294		V/C RATI	<u>o I</u>	LOS	
	B			T		B:	294		0.00 - 0.6	0	4	
		<b>U</b>		ا orthBou	nd				0.61 - 0.7	D E	В	
م الم	tod Through (D	light Volume	A		115				0.71 - 0.8	0 0	C	
B = Adjus	ted Through/R ted Left Volum Benefit		В	: 2	207				0.81 - 0.9	0 [	D	
* = ATSAC Benefit 0.91 - 1.00 E												
nesi	North/South Critical Movements = B(N/B) + A(S/B)											
West/East Critical Movements = A(W/B) + A(E/B)												
		V/C =	207	+ 418	+ 29 1425	94 +	0	= 0.645	i	LOS =	В	

N/S:		Winnetka	Ave		W/E:		101 EB	Ramps		I/S No:	3	31
AM/PM:	PM		Comn	nents: Ci	umulativ	e Plus Pr	oject					
COUNT D	ATE:			STU	IDY DATE	:		(	GROWTH	FACTOR:		
Volume	/Lane/Si	gnal Conf	iguration	s ——								
		RTHBOU	-		UTHBOU		14/1	STBOU		EA	STBOU	
	LT	ТН	RT	LT	ТН	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	720	279	368	713	0	0	0	0	431	0	199
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	720	279	368	713	0	0	0	0	431	0	199
	4 ^	$\land \land \land$	<u></u>	4 A	$\wedge \wedge \land$		4 Λ.	$\wedge \wedge Z$	<u>, , , , , , , , , , , , , , , , , , , </u>	4 ^ /	$\setminus \land \land$	∆ → 4→
4 分 수 錄 錄 ሶ ጭ ኻ 分 수 錄 錄 ሶ ጭ ኻ 分 수 錄 錄 ሶ ጭ       LANE     1     1     2     1     1     1												
Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR Phasing RTOR												
SIGNAL	Perr	<u> </u>	Auto	Prot-I	<u> </u>	none>	i nasn	'' 	mon	Split	9	Auto
OIGINAL	T CH		Auto	110(-1						Opin		Auto
	Movom	ents Diag	rom —									
Cinica	i woveni	ents blag	lanı	۲s	outhBou	nd	1					
				4	A: 3	857						
				E	3:	368						
			Bound 199		٨		Westl	Bound 0		V/C RATI	<u>o</u>	<u>LOS</u>
		A:			Т		B:	0		0.00 - 0.6	D	Α
		В:	431			l	<u>р.</u>	U		0.61 - 0.7	0	в
					lorthBou	na 360				0.71 - 0.8	D	с
A = Adjus B = Adjus	ted Left	Volume	Volume	E	3:	0				0.81 - 0.9	0	D
* = ATSAC Benefit 0.91 - 1.00 E												
Resu		h/South C	ritical Ma	vomanta	= A(N/	(R) . P	(S/P)					
					•	-	(S/B) (E/B)					
	West/East Critical Movements = A(W/B) + B(E/B) $V/C = \frac{360 + 368 + 0 + 431}{1425} = 0.813 \qquad LOS = D$											

# CalcaDB

N/S:	V	Vinnetka	Ave		W/E:		Vent	ura Bl		I/S No:	32		
AM/PM:	PM		Comm	ents: C	umulativ	e Plus Pr	oject						
COUNT D	ATE:			STL	JDY DATE	:		(	GROWTH	FACTOR:			
Volume	e/Lane/Sig	gnal Conf	igurations	, —									
	NO	RTHBOU	ND	SC	DUTHBOL	IND	W	ESTBOU	ND	EAST	BOUND		
EVIOTINO	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH RT		
EXISTING AMBIENT	106	401	46	299	351	218	93	779	315	313	950 109		
RELATED													
PROJECT													
TOTAL	106	401	46	299	351	218	93	779	315	313	950 109		
	ፋ 슈	<u> </u>	ሳ _ተ ን ላ _ገ	ፋ 슈	4 ش 4	ረተ የ	ፋ 순	<u> </u>	ላተን ላካ ረ	ተ	<u>ት                                   </u>		
LANE	1	'		2	1	9 ' ' 1		2	₽ ' '   <b>1</b>	1 2	(++) +) + + <b>1</b>		
	Phasir	ng F	RTOR	Phasi	ing	RTOR	Phasi	ng	RTOR	Phasing	RTOR		
SIGNAL													
	l Movem	ents Diag	ram —										
ontiou		onto Diag		۲٤	SouthBou	nd	1						
					4: (	351							
				E	B: ·	164							
		EastE	Bound 353		Δ		West	Bound 390		V/C RATIO	LOS		
		B:	313		T		B:	93		0.00 - 0.60	Α		
		<u></u>			' NorthBou	nd				0.61 - 0.70	В		
	4 a al <b>7</b> 1					147				0.71 - 0.80	С		
A = Adjus B = Adjus * = ATSA0	ted Left V	/olume	volume	E	B:	106				0.81 - 0.90	D		
										0.91 - 1.00	E		
Results     North/South Critical Movements = A(N/B) + A(S/B)													
West/East Critical Movements = A(W/B) + B(E/B)													
		V	/C =	447	+ 351	+ 39 1375	90 +	313	= 1.092	e LC	)S = F		

#### APPENDIX D

#### PIERCE COLLEGE PARKING UTILIZATION SUVEY DATA BY PARKING LOT AND TIME OF DAY

4/29/2009
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	I			1												TIME OF DAY											
AREA	NUMBER	TYPE	CURB/LOT/	Inventory	8/	AM	9/	AM	10	MA	11.	AM	12	PM	11	PM 2	PM	3	PM	4	PM	5	PM	6	PM	7F	РМ
			ETC.		Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ
		Student	Lot	681	94		149		210		218		221		196	169		90		52		69		122		127	
		Faculty	Lot	14	5		5		6		10		10		7	5		4		5		1		2		2	
	8	H/C	Lot	11	1		1		1		1		1		2	3		1		1		1		1		1	
		Bus	Lot	13	0		0		0		0		0		0	0		0		0		0		0		0	
		Student	Lot	150	1		2		4		1		1		1	2		0		1		1		2		2	
А	9	H/C	Lot	6	0		0		0		0		0		0	0		0		0		0		0		0	
		Bus	Lot	3	0		0		0		0		0		0	0		0		0		0		0		0	<u> </u>
	10	Student	90 Degree Street	41	10		10		10		10		10		11	12		5		6		10		10		10	
	10	H/C	90 Degree Street	7	0		0		0		0		0		2	1		1		1		0		0		0	
	11	Student	Curb	18	10		17		20		24		27		12	9		7		14		16		6		8	
	12	General	Curb	112	12		16		25		21		24		19	11		8		5		10		18		23	
	13	Student	Curb	27	11		10		9		9		8		9	7		5		6		10		12		13	
	тот/	AL AREA A		1,083																							
																		057						70.4			
		Student	Lot	1,127	816		901		993		1,109		1,115		811	677		657		659		680		724		930	
		Faculty	Lot	151	57		71		84		92		87		74	69		57		49		43		45		45	<u> </u>
		Faculty Carpool	Lot	8	0		0		0		0		0		0	0		1		1		1		1		0	
	7	20-minute Faculty	Lot	4	3		4		4		4		4		2	2		2		1		4		1		0	
		H/C	Lot	31	10		11		11		18		13		9	7		9		9		10		11		14	
		Temporary H/C	Lot	14	6		6		7		6		6		5	3		4		4		0		2		4	
		Child Development Parking	Lot	14	11		9		9		5		5		5	5		3		6		8		5		0	
	14	Faculty	Curb	12	7		1		11		11		11		12	12		11		9		10		10		11	
	15	Faculty	Curb	23	11		13		17		19		19		17	19		19		19		19		19		17	

																TIME C	)F DAY	<i>,</i>										
AREA	NUMBER	TYPE	CURB/LOT/	Inventory	8A	M	9/	AM	10/	AM	11/	٩M	12	PM	1F	РМ	2	PM	3F	PM	4F	PM	5F	PM	6F	РМ	7PM	
			ETC.		Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ %C	Эсс										
	10	H/C	Curb	1	0		0		0		1		1		0		0		0		0		0		1		1	
	16	Faculty	Small Lot	2	2		2		2		2		2		2		1		1		1		2		2		2	
	17	Faculty	Small Lot	4	2		4		4		4		4		4		4		3		3		3		4		4	
		H/C	Small Lot	2	1		1		1		2		2		2		1		1		1		1		1		1	
в		Faculty	Small Lot	45	39		46		46		45		41		35		31		30		27		25		23		21	
		30-Minute	Lot	1	0		0		0		1		0		0		0		0		0		0		0		0	
	18	Non-Marked	Lot	7	7		7		7		7		7		5		5		3		1		1		1		2	
		Grass Spaces	Lot	6	0		3		3		5		5		4		4		3		1		1		1		0	
		H/C	Lot	6	0		1		1		1		3		5		5		3		0		0		1		1	
	19	Faculty (south of Building 8340 (Pace Honors))	Lot	6	4		7		7		4		4		2		2		4		4		3		3		4	
		Faculty	South of South Gym	3	3		3		3		3		3		4		4		3		2		2		2		3	
	20	Unmarked	South of South Gym	5	4		4		4		5		5		5		5		5		5		5		5		2	
		H/C	South of South Gym	1	0		1		1		1		1		0		0		0		0		0		0		0	
	21	Faculty	Lot	33	9		11		11		15		15		17		21		19		16		17		20		24	
		H/C	Lot	1	1		1		0		0		0		1		1		1		0		0		0		1	
	22	Faculty	Curb	6	6		6		5		5		6		6		6		7		7		6		5		9	
		H/C	Curb	2	1		1		2		2		2		1		1		0		0		0		0		0	
	23	General	Curb	114	86		105		111		106		101		87		79		83		86		99		111		104	
	ΤΟΤΑ	L AREA B		1,629																								
	4	Student	Lot	411	127		149		252		258		264		235		180		133		104		95		98		125	
	5	Faculty	Lot	68	17		23		28		30		33		26		23		19		17		13		5		7	

4/29/2009
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																TIME C	OF DAY										
AREA	NUMBER	TYPE	CURB/LOT/	Inventory	8/	۹M	9/	٩M	10	AM	11	AM	12	PM	1F	РМ		РМ	3F	РМ	4F	РМ	51	PM 6	βРМ	7F	РМ
, and the second s	NOMBER		ETC.	inventory	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ Occ	%Occ	Occ	%Occ										
	24	Student	Curb/Lot	79	31		33		37		39		27		24		13		6		5		12	18		26	
С		Student	Dirt Lot	187	43		58		115		126		133		138		123		79		69		110	116		127	
	25	Faculty	Dirt Lot	21	0		2		7		9		10		11		10		9		6		7	11		8	
		H/C	Dirt Lot	7	0		0		0		1		3		4		3		1		2		2	2		2	
	26	Student	Curb	20	8		15		17		21		25		18		20		9		7		6	4		8	
	тоти	AL AREA C		793																							
		Student	Lot	272	241		270		272		272		272		265		264		269		266		261	260		272	
		30-minute	Lot	26	7		10		15		21		25		17		13		19		16		15	15		20	
		H/C	Lot	8	4		6		6		7		7		6		6		7		6		7	4		4	
	1A	Motorcycle	Lot	16	0		3		3		3		3		4		4		4		2		2	2		4	
		Reserved Sheriff	Lot	8	2		2		3		3		3		4		4		4		5		4	4		2	
		Reserved Pierce College Van	Lot	6	0		0		0		0		0		4		4		4		3		3	3		3	
		Faculty	Lot	170	84		107		115		131		134		139		145		139		113		89	77		56	
	1B	Faculty Carpool	Lot	6	0		1		2		2		2		3		3		3		3		2	2		2	
		H/C	Lot	6	0		1		2		2		2		1		1		0		0		1	2		1	
D		Student	Lot	33	17		23		23		28		30		33		33		30		29		21	14		26	
		Faculty	Lot	5	0		1		1		1		1		1		1		2		3		1	0		2	
	2	H/C	Lot	2	0		0		0		0		0		0		0		0		0		0	0		0	
		Dirt	Lot	20	4		9		9		14		16		16		18		18		15		11	4		11	
	3	Student	Lot	45	31		45		45		45		45		41		38		33		21		20	17		39	
		General	Lot	15	6		6		7		7		7		5		5		4		2		2	2		2	
	27	H/C	Lot	1	0		0		0		0		0		0		0		0		0		0	0		0	

Ĭ																TIME C	OF DAY											
AREA	NUMBER	TYPE	CURB/LOT/	Inventory	8/	١M	9/	٩M	10	DAM	11	AM	12	PM	1F	РМ	21	РМ	3F	M	4	РМ	51	РМ	6F	PM	76	PM
, and the second	NONDER		ETC.	inventory	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ	Occ	%Occ										
	28	General	Curb	21	27		32		43		43		31		39		41		43		45		45		45		39	
	29	Faculty	Curb	4	2		2		2		3		3		3		3		3		3		3		2		1	
	23	H/C	Curb	3	1		1		1		1		1		1		1		1		1		1		0		0	
	ΤΟΤΑ	L AREA D		667																								
	Т	OTAL		4,172																								

4/29/2009

## Dale Till

From:	Christine Rowe <crwhnc@gmail.com></crwhnc@gmail.com>
Sent:	Saturday, January 04, 2014 11:18 PM
То:	DTSC_SSFL_CEQA
Cc:	Malinowski, Mark@DTSC; Leclerc, Ray@DTSC
Subject:	Fwd: Pierce College 2010 Traffic plan documents
Attachments:	LADOT MOU_Pierce College_12_15_09.pdf

Dear Mr. Malinowski,

Please include my comments on the Pierce College traffic plan in my comments to DTSC for their SSFL CEQA document.

DTSC must consider what the local traffic is already like in my community to determine the safety of sending potentially more than 100,000 additional trucks on basically one route through parts of West Hills, Canoga Park, Chatsworth, and Woodland Hills.

Thank you.

*Christine L. Rowe* West Hills resident

Date: Mon, Sep 9, 2013 at 1:24 AM Subject: Fwd: Pierce College 2010 Traffic plan documents To: <u>msfc-ssfl-eis@mail.nasa.gov</u>

Dear Mr. Elliott,

I am sending you two different documents related to Pierce College's traffic plan. One is this document, the second is the school's 2010 Master Plan.

The reason that I am sending it is due to your Section 4.5 Traffic and Transportation.

I would like you to be aware that I read and commented on both the 2002 Pierce College Master Plan relative to the 2010 Pierce College Master Plan. In doing so, I told the LADOT that the traffic plan that had been submitted to them was full of false assumptions - essentially not worth the paper it was printed on. That is because what the current traffic plan showed versus the planned changes to the routing within the Pierce campus under their 2010 Master Plan, would have changed the routing within the college itself, and it would have made the Mason entrance to the college on the north no longer a through street.

On your document Table 4.5 - 2 and Table 4.5 - 3 you reference the peak hour volume with a date of 2011.

Please understand that the Pierce College proposed construction has not been completed. Also, the enrollment at Pierce has fluctuated over the years by changes of up to 10,000 students in a decade. I would say that Pierce is at its lower end of enrollment at this time - partially due to the costs associated with community college tuition, and partially associated with a reduction in the number of classes offered.

I do want you to compare your numbers to the Pierce studies to see if the numbers that are projected in their traffic study are similar in nature to NASA's.

Respectfully submitted.

Christine L. Rowe

### SCOPING FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of traffic impact analysis for the following project:

DOT Case No:	EAF No.
Project Name:	Pierce College Facilities Master Plan Update
Project Address:	6201 Winnetka Avenue, Woodland Hills, California 91371
Project Description:	Increase in Student Full-time Equivalency of 1,909

Geographic Distribution: N <u>28%</u> S <u>19%</u> E <u>29%</u> W <u>22%</u> with 2% of trips within the immediate area surrounding the campus. See attached figures for both generalized and intersection project trip distribution. The trip distribution is based on student zip code data.

Trip Generation Rate(s): Other: <u>Counts were taken at campus driveways in order to calculate the in/out</u>. rate of the campus during the AM/PM peak hours with the college's current and future (2015) Full-Time Equivalency (FTE) rate. Please see attached trip generation tables.

Land Use	Per FTE	Land Use	
	in out	in out	
AM Trips	206 42		
PM Trips	113 97		
Project Bui	ldout Year: 2015 Am	bient or CMP Growth Rate: <u>1% Per Yr., Compoun</u>	ided
Related Pro	pjects: (To be researched by consul	tant under approval of LADOT)	
1.1	per our n	ED PAGE (Additional study intersections have been add neeting with LADOT) lated projects, trip generation and distribution are determined)	led,
1.	Jeer to revision and even requirement, re	4.	
2.		5.	
3.		6.	
Trip Credit	s: (Exact amount of credit subject)	to approval by LADOT) yes	no
Exi Pre Inte Pas	sting Active Land Use vious Land Use rnal Trip s-By Trip		
Tra	nsit Credit (per LADOT Traffic Stu	dy guidelines)	$\boxtimes$
This analy	sis must follow latest LADOT Tra	affic Study guidelines.	
	Consultant	Developer	
Name	Fehr & Peers	Pierce College – President Joy McCaslin	_
Address	15707 Rockfield Bl., Ste. 155, Irvine.	92618 6201 Winnetka Av., Woodland Hills, 91371	
Phone No.	(949) 859-3200	(818) 719-6408	

Approved

ABBall

Consultant's Representative Date

LADOT Representative

Date

by:

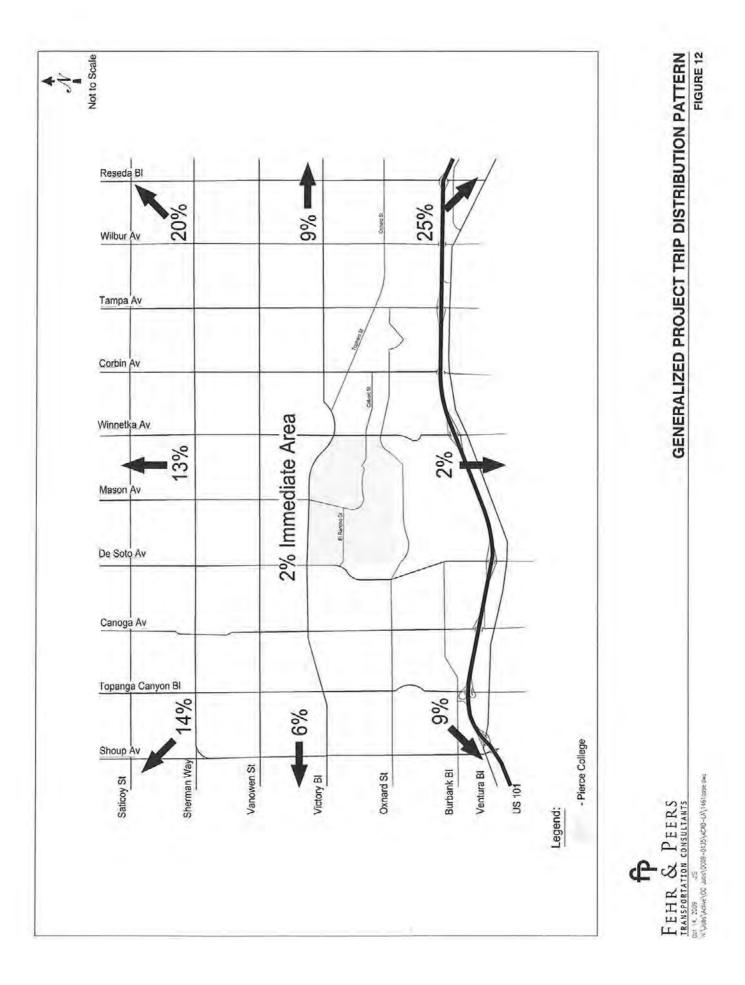
### TRAFFIC STUDY APPROACH PIERCE COLLEGE FACILITIES MASTER PLAN UPDATE

The Pierce College Facilities Master Plan Update project modifies and refines the Pierce College Facilities Master Plan approved in 2002. The traffic impact analysis is considered a supplemental analysis to the previous traffic impact analysis completed in July 2002 by Kaku Associates. The reason for this supplemental analysis is to determine whether or not the updated Master Plan would create new significant project impacts not identified in the original EIR. Since the current study is considered an amendment to the 2002 study, the baseline year for campus enrollment will remain at 2002. This assumption means the incremental growth produced by Pierce College in the future will continue to be measured from the full-time equivalent student (FTE) level in 2002 (13,591 FTE).

Existing street traffic conditions will be based on existing counts taken between 2007 and 2009, consistent with LADOT guidelines. In order to measure project impacts using 2002 enrollment as the campus baseline, the trips generated by the change in FTE from 2002 to 2009 (2,488 FTE) will be estimated and deducted from the existing counts prior to developing the future forecasts. Future baseline traffic for the year 2015 will be developed using a 1% per year compounded ambient growth rate and adding related projects, and then the total change in Pierce College-generated trips from 2002 to 2015 will be added to represent project trips.

The project's buildout year for the study will be Year 2015. The estimated FTE in 2014-2015 is 15,500, based on student enrollment trends and market conditions, a slight increase from the current 2009-2010 FTE of 14,763. As such, the campus is projected to add 1,909 FTE between 2002 and 2015 (15,500 in 2015 less 13,591 in 2002).

New empirical trip generation rates were developed for the campus academic trips by counting the campus driveways in fall 2008 and spring 2009 and comparing the observed driveway counts to the 2008-2009 FTE of 16,079. An adjustment was made to these rates to account for the fact that some Pierce College students park on street and are not captured in the driveway counts.



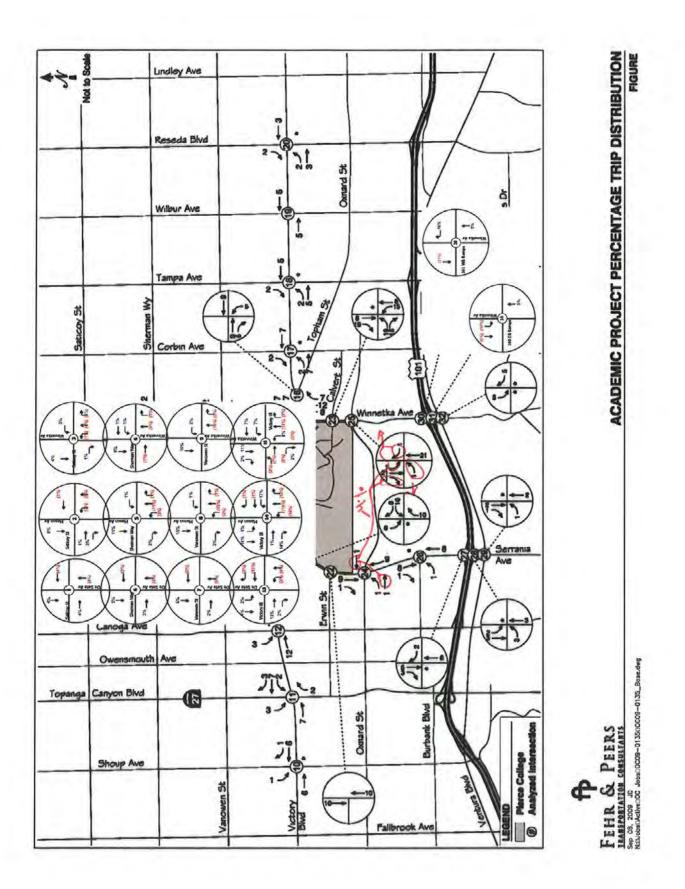


TABLE 6 PIERCE COLLEGE FACILITIES MASTER PLAN UPDATE TRIP GENERATION ESTIMATES: ACADEMIC GROWTH

	Student		AN	AM Peak Hour [a]	[a]	Ad	PM Peak Hour [a]	[a]
	FTE	Daily	L.	Out	Total	<u>e</u>	Out	Total
Existing Pierce College In/Out Trips (November 2008/March 2009)	Vovember 20	08/March 20	(600		5			
Mason Street Driveway			624	146	011	327	352	619
Lot 7 Driveway on Victory Boulevard			447	65	512	159	122	281
Calvert Street Driveway			388	90	478	197	250	447
El Rancho Drive Driveway			171	41	212	207	42	249
Total Driveway Trips		19,720	1,630	342	1,972	890	766	1,656
Estimate for On-Street Parkers [b]		066	82	17	66	45	38	83
Estimated Total Existing Trips		20,710	1,712	359	2,071	935	804	1,739
Empirical Trip Rates Based on 2008-2	008-2009 Data							
FTE (2008-2009) [c]	16,079	1			2			
2008-2009 Trip Rate per FTE		1.29	83%	17%	0.13	54%	46%	0.11
Base and Future FTE								
FTE (2001-2002 Base) [d]	13,591							
FTE (2008-2009 Existing) [c]	16,079							
FTE (2014-2015 Buildout) [c]	15,500				ĺ			
Trips Added by Pierce College Acade	Academic Growth						1	R
1.	2,488	3,210	268	55	323	148	126	274
Change in FTE: 2009 to 2015	(579)	(150)	(62)	(13)	(75)	(35)	(29)	(64)
Change in FTE: 2002 to 2015	1,909	2,460	206	42	248	113	16	210

Notes:

- a. Trip estimates are based on November 2008 and March 2009 manual in/out counts and estimated FTE.
- b. Estimated existing trips generated by Pierce College students parked on surrounding street frontages (Victory Boulevard and Winnetka Avenue) Assumed to be 5% addition to driveway trips, based on percent of existing peak parking demands that are on-street
  - c. Source: Pierce College, November 2009.
    - d. Source: Pierce College, June 2002.

Pierce College Study Intersection List

- 1. De Soto Avenue & Saticoy Street
- 2. Mason Avenue & Saticoy Street
- 3. Winnetka Avenue & Saticoy Street
- 4. De Soto Avenue & Sherman Way
- 5. Mason Avenue & Sherman Way
- 6. Winnetka Avenue & Sherman Way
- 7. De Soto Avenue & Vanowen Street
- 8. Mason Avenue & Vanowen Street
- 9. Winnetka Avenue & Vanowen Street
- 10. Shoup Avenue& Victory Boulevard
- 11. Topanga Canyon Boulevard & Victory Boulevard
- 12. Canoga Avenue & Victory Boulevard
- 13. De Soto Avenue & Victory Boulevard
- 14. Mason Avenue & Victory Boulevard
- 15. Winnetka Avenue & Victory Boulevard
- 16. Topham Street & Victory Boulevard
- 17. Corbin Avenue & Victory Boulevard
- 18. Tampa Avenue & Victory Boulevard
- 19. Wilbur Avenue & Victory Boulevard
- 20. Reseda Boulevard & Victory Boulevard
- 21. De Soto Avenue & El Rancho Drive
- 22. De Soto Avenue & Erwin Street
- 23. Winnetka Avenue & Calvert Street
- 24. De Soto Avenue & Oxnard Street
- 25. Winnetka Avenue & Oxnard Street
- 26. De Soto Avenue & Burbank Boulevard
- 27. De Soto Avenue & US 101 WB ramps
- 28. De Soto Avenue & US 101 EB ramps
- 29. De Soto Avenue & Ventura Boulevard
- 30. Winnetka Avenue & US 101 WB ramps
- 31. Winnetka Avenue & US 101 EB ramps
- 32. Winnetka Avenue & Ventura Boulevard

## Dale Till

From:	Christine Rowe <crwhnc@gmail.com></crwhnc@gmail.com>
Sent:	Sunday, January 05, 2014 12:32 AM
То:	DTSC_SSFL_CEQA
Cc:	Malinowski, Mark@DTSC; Leclerc, Ray@DTSC
Subject:	Fwd: Preservation and protection analogy

Dear Mr. Malinowski,

Please include my letter to NASA below in my DTSC SSFL CEQA comments. It is important to me that both DTSC and NASA understand the importance of context for the NASA test stands and auxiliary buildings.

It is also important that DTSC as well as NASA understand that in the remediation plans, we need to AVOID the known archaeological sites, and that we need to use both archaeological as well as Native American monitoring during the remediation process.

We should not use alternative technologies that could potentially harm historical objects that could be organic in nature or be of some other substance that could be harmed by alternative technologies.

It is my understanding that AREA IV and possibly the Northern Buffer Zone have both had archaeological surveys by both EPA and the DOE. NASA has had their property surveyed. I understand that Boeing has also started an archaeological survey of their remaining properties.

It is very important as DTSC learns of the sites, that this information be kept in confidence. The Santa Ynez Band of Chumash has declared this whole property as Sacred Lands. And the location of archaeological sites is not subject to CPRA or FOIA.

Thank you.

*Christine L. Rowe* West Hills resident

Date: Mon, Sep 16, 2013 at 1:09 AM Subject: Preservation and protection analogy To: <u>msfc-ssfl-eis@mail.nasa.gov</u>

Dear Mr. Elliott,

Today I received a communication via social network regarding some people that are involved with the NASA Section 106 process at the Santa Susana Field Laboratory.

The comment was relative to a visit to the Southwest Museum. The Southwest Museum is the oldest museum in Los Angeles.

It is my understanding that this museum was badly damaged in one of Los Angeles's many earthquakes. My husband Bruce and I visited this museum a couple of years ago. We spoke at great length to the curator at the time.

It is my understanding that the Autry became a partner with the Southwest Museum. Much of the Southwest Collection was put into storage or loaned to the Autry. In turn, the Autry was to fund the restoration of the Southwest Museum which holds tremendous historical and cultural significance to the local community.

I became a "Friend of the Southwest Museum". I understood the need to bring back the collection to the Southwest.

While Bruce and I have been to some of the best cultural and archaeological modern museums in France, we also recognize the need to maintain this historic landmark - the Southwest Museum.

To me, removing the collections from the Southwest to the Autry is about the same as removing all of the test stands at Santa Susana, cleaning up part of the Burro Flats site, and leaving nothing but sandstone outcrops and a field of hydro mulch in its place.

By pirating the Southwest Collection, it is my opinion that the Autry is removing a great deal of the historic and cultural significance that this museum once held.

As I read this article relative to the cataloging of the archaeological collection at the Autry, <u>http://www.friendsofthesouthwestmuseum.com/AA_Autry_12-18[1].pdf</u>

I recognize that the Southwest Museum cannot hold all of the artifacts of this collection. While I understand the need to preserve and to protect the artifacts for future generations, and while I recognize that the Autry will have better environmental controls at their main facility to protect many of these objects, it is my opinion that generations of school children have had the opportunity to get their first view of these cultural and historical objects in their own community at the Southwest.

To conclude, taking the artifacts from the Southwest Museum is like trying, as some people have suggested, to take a test stand from Santa Susana and send it to the Science Center.

While the Southwest Museum is not the original location of these artifacts, it is the collection and the history of this collection, the artifacts and the artifact displays within the context of that museum, that has made it what it has been historically.

In turn, if we want to preserve and to protect the historic significance of our recent relationship with the stars, and the prehistory of earlier cultures with the skies, we must leave in place what objects we can at Santa Susana. No museum on site could be worth excavating the Burro Flats site. No museum on site let alone a museum off site could ever replace the sense of history that a person feels when they first stand in awe of the technology that made the people who created these test stands a part of the "greatest generation" in American History.

Respectfully submitted,

Christine L. Rowe NASA Section 106 Consulting Party September 16th, 2013

## Dale Till

From:	Christine Rowe <crwhnc@gmail.com></crwhnc@gmail.com>
Sent:	Sunday, January 05, 2014 1:45 AM
То:	DTSC_SSFL_CEQA
Cc:	Malinowski, Mark@DTSC; Leclerc, Ray@DTSC
Subject:	Fwd: PSR LA
Attachments:	PSR LA Tell NASA to Uphold its SSFL Cleanup Agreement.jpg

Dear Mr. Malinowski,

Please include my email below to NASA as a part of my DTSC CEQA comments.

DTSC should be aware that PSR - LA did send out action alerts during the NASA DEIS comment period, and that other groups do the same.

I hope that DTSC will consider the comments by SSFL stakeholders that show a real knowledge of the potential impacts from remediation of the SSFL site on the local community. These action alerts are generated all over the City - some are generated in multiple counties and to people who may not be impacted by the site in any manner.

Thank you.

*Christine L. Rowe* West Hills resident

Date: Sun, Sep 29, 2013 at 4:29 AM Subject: Fwd: PSR LA To: <u>msfc-ssfl-eis@mail.nasa.gov</u>

Dear Mr. Elliott,

This action alert was posted on a website on FACEBOOK that I am a member of. <u>I erased the preprogrammed</u> <u>message that was on this alert - below in red.</u> I put in my own comments. Unfortunately, I sent the message without copying my comments. My comments were related to the fact that - to the best of my understanding - the person that posted this message does not live in the community that is impacted by the SSFL site today, or by any of the NASA SSFL proposed traffic routes - unless it is a freeway route? I am not sure where this person actually lives - but I believe it is in the eastern part of the San Fernando Valley.

Furthermore, the information from this individual's posts makes me believe that he has not read the whole document - and I believe that he is misquoting you? Yet I have never seen this person at a DTSC or NASA related meeting - because I have not seen him does not mean that he has not attended one.

Should you receive a PSR- LA action alert from me, could you please have someone from your staff forward it to me so that I can be assured that the message that I sent on that alert that you received was truly my own words?

It will come in from <u>rowecl@yahoo.com</u> - that should be an easier search for you from me.

Thank you.

Christine L. Rowe

## http://org2.salsalabs.com/o/5393/p/dia/action3/common/public/?action_KEY=15435

# Tell NASA to Uphold its SSFL Cleanup Agreement

PSR-LA has been working for a proper cleanup of the Santa Susana Field Laboratory (SSFL) for over thirty years. SSFL, located in the hills above the San Fernando and Simi Valleys, was the site of extensive nuclear reactor work and rocket testing beginning in the early days of Cold War and lasting for decades that left it grossly polluted with radiological and chemical contaminants.

In addition to a partial nuclear meltdown and other nuclear accidents, approximately thirty thousand rocket tests were conducted at SSFL. These tests and related activities released large quantities of chemically hazardous materials, including extraordinary quantities of TCE, PCBS, dioxins, and toxic heavy metals that contaminated soil and groundwater. Also used in large quantities was perchlorate, a thyroid disrupter that causes developmental disorders, and also contaminates much soil and groundwater at SSFL.

	×
с	Over 30,000 rocket tests were conducted
	at SSFL.

The contaminants at SSFL pose a significant threat to public health. Federally-funded studies have found evidence that exposures onsite resulted in significantly elevated rates of death from various cancers for exposed workers, indications of increased cancer rates in nearby populations associated with their proximity to the site, and offsite releases of pollutants from SSFL at levels that could produce significant health effects in the surrounding communities.

In 2010, PSR-LA and hundreds of community members, health professionals, and concerned organizations successfully advocated for NASA and the Department of Energy to enter into agreements with the California Department of Toxic Substances Control to clean up the contamination on their portion of SSFL to background levels. In short, this means if they detect contamination, they are to clean it up.

NASA published a draft Environmental Impact Report on the SSFL cleanup that examined two options – one, a cleanup to background levels as it agreed to do in 2010, and the other, "no action." There are indications that some within NASA are pushing for it to break out of its cleanup agreement. <u>Please tell NASA to uphold its commitment to the cleanup agreement</u>, and *fully and completely* carry out its provisions, which provide substantial protections to public health from toxic chemicals at the site.

A sample message is below but we strongly encourage you to use your own words. You can just go into the body of the sample email and edit it as you see fit. If you do personalize your message, we encourage you to customize the e-mail subject line too. The deadline is Tuesday October 1. Please send your message today!

## "Dear Mr. Elliott,

I'm writing to applaud NASA for having entered into a binding agreement with the State of California in 2010 to clean up all detectible contamination at the polluted Santa Susana Field Laboratory (SSFL). In response to NASA's Draft Environmental Report on the SSFL cleanup, I now urge NASA to now fully and rigorously carry out

the commitments made in that cleanup agreement.

NASA's portion of SSFL is contaminated with toxic chemicals including PCBs, perchlorate, dioxins, heavy metals, and various volatile and semi-volatile organic compounds, all of which can produce harmful health effects. These materials can cause solid cancers and leukemias as well as developmental, genetic, neurological and immune system disorders.

NASA's contamination at SSFL has the potential to impact communities near the site and beyond. Indeed, pollutants from the site have already migrated offsite. The best way to ensure that public health is protected is to clean up to background as NASA has agreed to do.

NASA should be commended for having entered into the 2010 cleanup agreement. Now it is time to, without further delay, implement this historic cleanup agreement, thoroughly and completely.

Sincerely,"

C 🖞 org2.salsalabs.com/o/5393/p/dia/action3/common/public/?action_KEY=15435			
Tell NASA to Uphold its SSFL Cleanup Agreement PSR-LA has been working for a proper cleanup of the Santa Susana Field Laboratory (SSFL) for over thirty years. SSFL, located in the hills above the San Fernando and Simi Valleys, was the site of extensive nuclear reactor work and rocket testing beginning in the early days of Cold War and lasting for decades that left it gross polluted with radiological and chemical contaminants.	sly	-	

In addition to a partial nuclear meltdown and other nuclear accidents, approximately thirty thousand rocket tests were conducted at SSFL. These tests and related activities released large quantities of chemically hazardous materials, including extraordinary quantities of TCE, PCBS, dioxins, and toxic heavy metals that contaminated soil and groundwater. Also used in large quantities was perchlorate, a thyroid disrupter that causes developmental disorders, and also contaminates much soil and groundwater at SSFL.

The contaminants at SSFL pose a significant threat to public health. Federally-funded studies have found evidence that exposures onsite resulted in significantly elevated rates of death from various cancers for exposed workers, indications of increased cancer rates in nearby populations associated with their proximity to the site, and offsite releases of pollutants from SSFL at levels that could produce significant health effects in the surrounding communities.



Over 30,000 rocket tests were conducted at SSFL

3:39 AM

**m** 

In 2010, PSR-LA and hundreds of community members, health professionals, and concerned organizations successfully advocated for NASA and the Department of Energy to enter into agreements with the California Department of Toxic Substances Control to clean up the contamination on their portion of SSFL to background levels. In short, this means if they detect contamination, they are to clean it up.

NASA published a draft Environmental Impact Report on the SSFL cleanup that examined two options – one, a cleanup to background levels as it agreed to do in 2010, and the other, "no action." There are indications that some within NASA are pushing for it to break out of its cleanup agreement. <u>Please tell NASA to uphold its commitment to the cleanup agreement, and *fully and completely* carry out its provisions, which provide substantial protections to public health from toxic chemicals at the site.</u>

A sample message is below but we strongly encourage you to use your own words. You can just go into the body of the sample email and edit it as you see fit. If you do personalize your message, we encourage you to customize the e-mail subject line too. The deadline is Tuesday October 1. Please send your message today!

#### Sample E-mail

Subject:

#### E-mails will be sent to:

Santa Susana Cleanup Draft EIS

🔁 (13) Valley Democrats Unit 🗙 🎦 PSR-LA | Physicians for So 🗴 🖓 PSR-LA | Physicians for So 🗴 🖓 California rolls out new er 🗙

Allen Elliott NASA SSFL Program Director Email:msfc-ssfl-eis@mail.nasa.gov

### Dale Till

From:	Christine Rowe <crwhnc@gmail.com></crwhnc@gmail.com>
Sent:	Sunday, January 05, 2014 2:24 AM
То:	DTSC_SSFL_CEQA
Cc:	Malinowski, Mark@DTSC; Leclerc, Ray@DTSC
Subject:	Fwd: Section 106 and NASA DEIS Comments per Power Point
Attachments:	NASA SANTA SUSANA FIELD LABORATORY DEIS COMMENTS CHRISTINE L ROWE
	2CR.pptx

Dear Mr. Malinowski,

Please include my email and particularly my Power Point attached as part of my DTSC SSFL CEQA comments.

DTSC must consider that many local stakeholders would like to preserve one or more test stands and their auxiliary structures. DTSC should consider the risk associated with keeping these structures, and if the soil and groundwater below them can be treated by removing the flame buckets from the test stands, via injection, etc.

Thank you.

*Christine L. Rowe* West Hills resident

Date: Mon, Sep 30, 2013 at 3:14 AM Subject: Section 106 and NASA DEIS Comments per Power Point To: "GROMAN, JENNIFER A. (HQ-LD020)" <jennifer.a.groman@nasa.gov>

Dear Ms. Groman,

Attached are my Section 106 photos and comments. Please also consider them a part of my NASA DEIS comments.

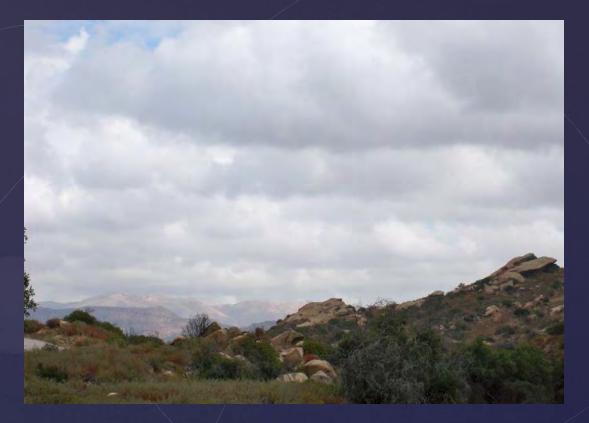
<u>Please let me know if you can read the slide show.</u> Also, I do have another version on a white background if it will make them easier to read or if necessary, to print.

Respectfully,

*Christine L. Rowe* NASA SSFL Section 106 Consulting Party

# NASA SANTA SUSANA FIELD LABORATORY

DRAFT ENVIRONMENTAL IMPACT STATEMENT SECTION 106 COMMENTS SEPTEMBER 30 2013 THE SITE OF THE NASA SANTA SUSANA FIELD LABORATORY IS THE SUM OF ITS GEOLOGICAL HISTORY PAST AND PRESENT, OTHER NATURAL FORCES, THE PRESENCE OF ITS BIOLOGICAL ENVIRONMENT, THE OCCUPANTS OF ITS DISTANT PAST, AND THE IMPACT OF ITS MORE RECENT OCCUPANTS.



# WHY ARE WE TRYING TO PRESERVE THIS PROPERTY? WHAT IS ITS FUTURE USE?

UPLIFT AND COMPLICATED GEOLOGY THAT MAKES IT SO DIFFICULT TO KNOW THE PATHWAYS OF CONTAMINATION BENEATH THE SURFACE







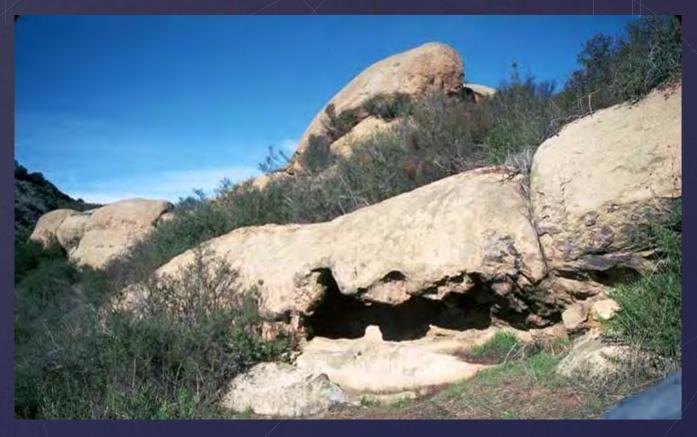
# THE SIMPLE NATURAL BEAUTY THAT CAN GROW IN A ROCK OUTCROP



## GEOLOGY AND A SIMPLE SNAG SNAGS ARE HABITATS OR POTENTIAL NESTING AREAS



# THE NATURAL ENVIRONMENT PROVIDED SHELTER TO ITS EARLIEST INHABITANTS



IT IS THE COMBINATION OF ALL OF THE FACTORS RELATED TO THIS SITE – THE GEOLOGICAL THAT PROVIDES SHELTER, THE BIOLOGICAL THAT PROVIDED FOOD SOURCES, THE LOCATION OF WATER, THAT EVENTUALLY LEAD TO THE SACRED USE OF THIS SITE.





 & DO WE NEED TO SAMPLE IN KNOWN ARCHAEOLOGICAL SITES TO PROTECT HUMAN HEALTH AND THE BIOTA?
 & WE SHOULD AVOID ALL KNOWN ARCHAEOLOGICAL SITES IF IT IS POSSIBLE TO DO SO.

SOIL SAMPLING AND REMEDIATION



# NATURAL BURNS CAN CAUSE DIOXINS AND OTHER COMBUSTION BYPRODUCTS

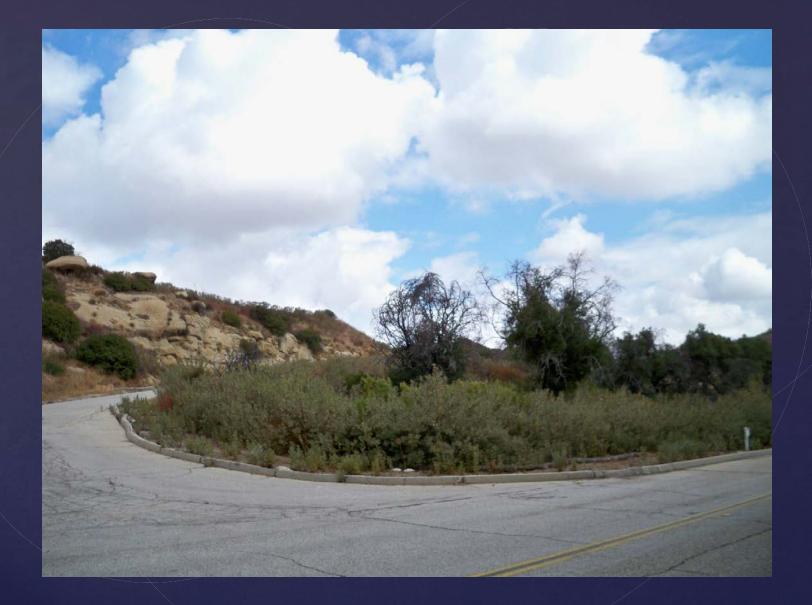
© DESPITE NATURAL BURNS, NATIVE PLANTS AND NON NATIVE PLANTS ARE REBORN FROM THE ASHES

🗞 NASA AOC = nasa nano



& WILL ALL OF THE OAK TREES THAT WERE SPARED UNDER THE INTERIM SOURCE REMOVAL ACTION BE SPARED UNDER THE FUTURE CLEANUP?







## **& UNDER AN IMMINANT AND SUBSTANTIAL ENDANGERMENT ORDER BY DTSC IN THE NORTHERN DRAINAGE, WHAT SHOULD HAVE BEEN A SIMPLE SURFACE JOB WENT FIVE TO TEN FEET IN DEPTH.**

2 THIS AREA – A BLUE LINE STREAM WITH KNOWN ARCHAEOLOGICAL SITES IN THE AREA - SHOULD HAVE BEEN MONITORED BY ARCHAEOLOGISTS AND NATIVE AMERICANS WHILE THIS EXCAVATION WORK WAS PERFORMED.

# REMEDIATION AT ITS WORST



* TEST STANDS WERE BUILT INTO THE ROCK OUT CROPS. THIS WAS A TREMENDOUS ENGINEERING FEAT.

BEDROCK IS EXCLUDED FROM THE ADMISTRATIVE ORDER ON CONSENT, THEREFORE AN ATTEMPT SHOULD BE MADE TO PRESERVE SEVERAL OF THESE HISTORIC STRUCTURES AND THEIR SUPPORT FACILITIES FOR FUTURE GENERATIONS.

# TEST STANDS



VIEWING STRUCTURES ENABLED RESEARCHERS TO WATCH TESTS IN A SAFE MANNER. IF A HISTORIC DISTRICT SUCH AS ALPHA CAN BE PRESERVED, SUPPORT STRUCTURES THAT ARE OF HISTORIC VALUE SHOULD BE INCLUDED IF THEY ARE NOT CLEARLY CONTAMINATED, AND THEY DO NOT PRESENT A POTENTIAL FUTURE USE HAZARD.

ALPHA AND SUPPORT FACILITIES

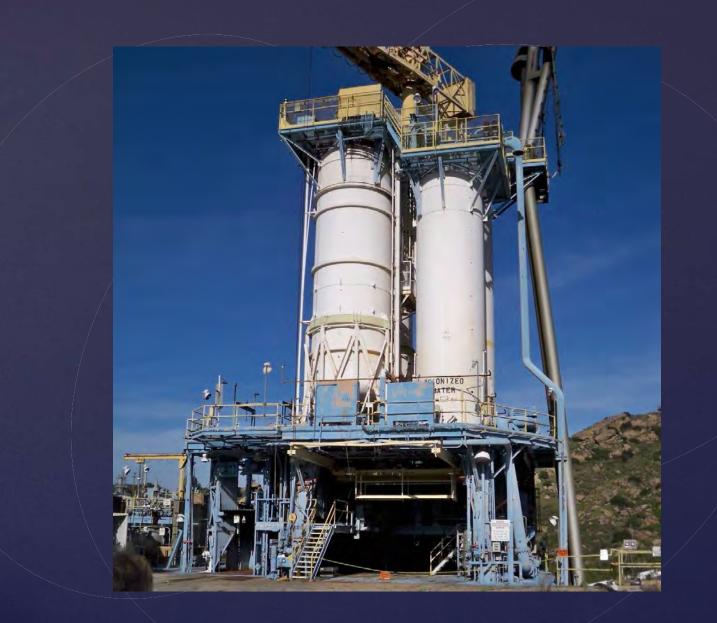




# BRAVO AND ITS SUPPORTING STRUCTURES ADD TO ITS HISTORIC VALUE

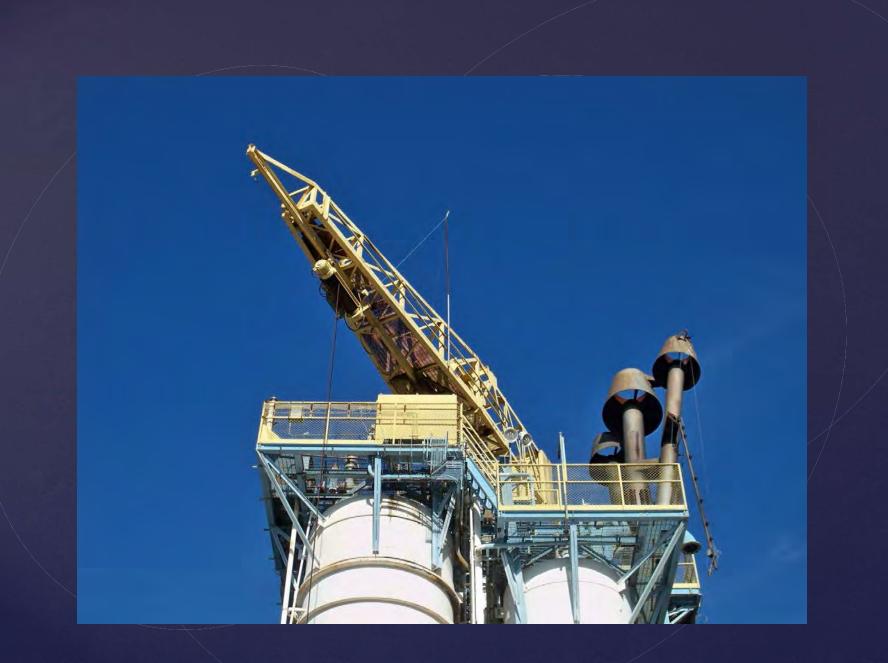








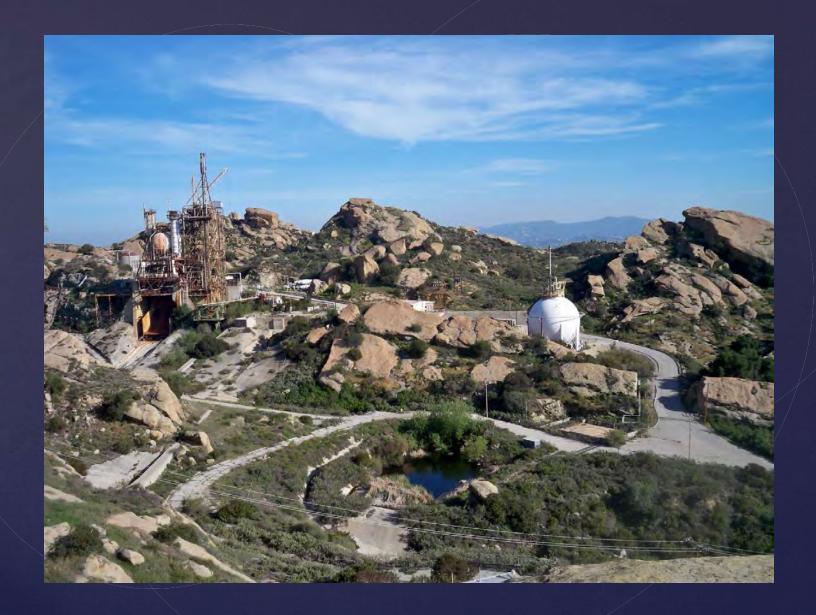


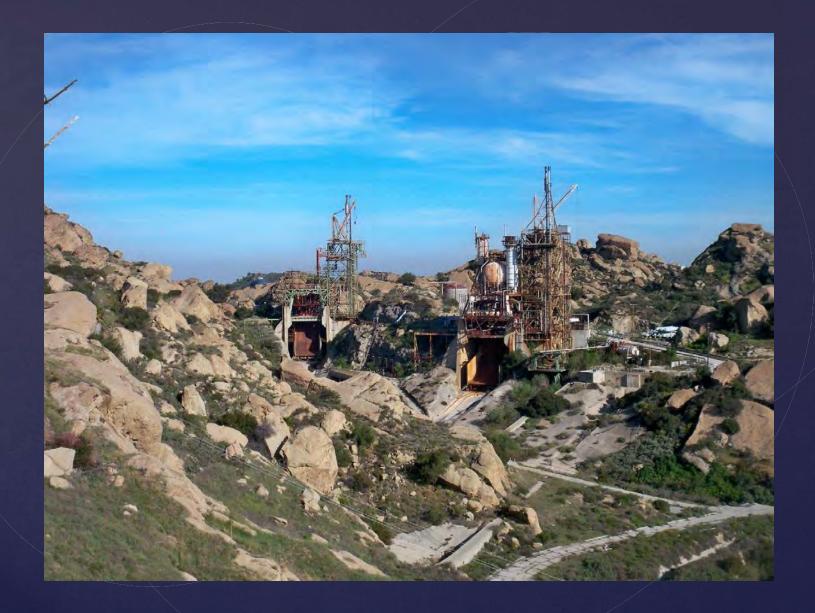




# **COCA AND ITS SUPPORT FACILITIES ARE THE THIRD**

- WHILE THE ENGINEERING SKILLS IN DESIGNING THIS STRUCTURE WERE TREMENDOUS, AND WHILE ITS USE IS VERY HISTORIC, THIS HISTORIC DISTRICT IS THE MOST CONTAMINATED OF THE THREE HISTORIC DISTRICTS
- ✤ FURTHERMORE, THIS FACILITY IS EXTREMELY RUSTY AND IT WOULD HAVE TO BE COMPLETELY REPAINTED AND THEN SEALED. THE LONG TERM MAINTENANCE COSTS WOULD BE THE MOST PROHIBITIVE TO FUTURE OWNERS.
- THEREFORE, I BELIEVE THAT OF THE THREE HISTORIC DISTRICTS, COCA IS THE ONE I WOULD NOT WANT TO MAINTAIN.







## THE VIEW FROM THE SOUTH WITH COCA IN THE DISTANCE – HUMAN ENGINEERING AT ITS BEST





### **E** THE PROPOSED FUTURE USE OF THIS PROPERTY IS OPEN SPACE OR PARKLAND,

- **W** IT IS MY OPINION DUE THE ARCHAEOLOGICAL AND CULTURAL SIGNIFICANCE OF THIS SITE, THAT THE FUTURE USE OF THIS PROPERTY SHOULD BE PRESERVED IN A MANNER THAT ALLOWS FUTURE GENERATIONS TO LEARN ABOUT THE NATIVE AMERICAN HISTORY OF THE SITE.
- **WE MUST CONSIDER THE SACREDNESS OF THIS PROPERTY TO THIS** GENERATION'S NATIVE AMERICANS
- **WE SHOULD ATTEMPT TO PRESERVE ONE OR MORE HISTORIC DISTRICTS FOR FUTURE GENERATIONS.**
- AS A FUTURE PARK, BRAVO HAS THE LEAST STEEP CLIMB. IT HAS THE LEAST AMOUNT OF CONTAMINATION, AND IT HAS THE SMALLEST FOOT PRINT. IT IS IN THE BEST CONDITION OF THE THREE HISTORIC DISTRICTS.
- **BRAVOS SIGNIFICANCE IN ENGINEERING IS ONE OF THE LONGEST AND ØNE** OF THE MOST SIGNIFICANT – PLEASE PRESERVE BRAVO AS MY NUMBER ONE

CONCLUSIONS

#### Dale Till

Sent:SatuTo:DTSCc:MalinSubject:Fwd:Attachments:2005topantopan	stine Rowe <crwhnc@gmail.com> rday, January 04, 2014 11:46 PM C_SSFL_CEQA nowski, Mark@DTSC; Leclerc, Ray@DTSC : Topanga Fire 2005 Mudflow maps 5 Topanga Fire Debris Map topanga_attach_a.pdf; 2005 topanga fire mud flow 2 map nga_attach_c2.pdf; 2005 Topanga Fire Mud flow map 3 topanga_attach_c3.pdf; 2005 ga fire mudflow map 1 topanga_attach_c1.pdf; 2005 topanga fire rttopanga_bar_report.pdf</crwhnc@gmail.com>
---------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Dear Mr. Malinowski,

Please include my comments to NASA below for my DTSC comments for the SSFL CEQA studies. It is important to understand the impact that removing all of the vegetation and more than two feet of soil on greater than 100 acres of "NASA" property would have on the local community should we have a large rain event. We have yet to see the volumes of vegetation and soil that the DOE projects in their remediation studies. We also do not have any soil volumes from The Boeing Company.

Thank you.

*Christine L. Rowe* West Hills resident

Date: Mon, Sep 9, 2013 at 3:08 AM Subject: Fwd: Topanga Fire 2005 Mudflow maps To: <u>msfc-ssfl-eis@mail.nasa.gov</u>

Dear Mr. Elliott,

Seems It Never Rains In Southern California Lyrics

### Read more: Hammond Albert - Seems It Never Rains In Southern California Lyrics | MetroLyrics

"Seems it never rain in Southern California Seems I've often heard that kind of talk before It never rains in California But girl, don't they warn ya It pours man it pours."

On Table 2.5 - 1 reference is made to flooding at Santa Susana. While I do recognize that NASA's property is pretty much a mountain top area shaped with a bowl type of interior, if you remove the vegetation and two feet of soil at a minimum over 105 acres, if you remove all of the structures that are in place without the Best Management Practices in place, we could have major flooding and landslides if we were to have a major flood like a hundred year flood.

In fact, I believe that the original treatment train that was being designed for Santa Susana by the Boeing Expert Storm Water Panel was supposed to be able to mitigate the impacts of a major flood. I believe that NASA chose to do the ISRA removal action rather than put these more massive treatment systems into place.

Table 2.5 - 1 talks about the fact that FEMA has not created any flood insurance maps for the area.

I believe that if the DOE and NASA have to remove a great deal of vegetation as the result of their respective AOCs, parts of Santa Susana will be tremendously denuded. This would be similar in nature to the impacts of a brush fire.

Since a major brush fire did blow through about 70 % of the Santa Susana site, I have attached 2005 maps showing the direction of impacts of the various drainages - some of which could potentially impact my community of West Hills.

We also must consider that our local weather patterns nationwide are not the same as they were in the recent past. We have had prolonged periods of drought locally. Other areas of the United States have had tremendous flooding.

I don't believe that even NASA can predict future floods - when they will occur. Maybe NOAA can in the short term.

Please consider the potential impact of removing all of that soil and vegetation on the local communities. This should be a risk based cleanup - what are the potential dangers to my community if you remove this soil and vegetation to the AOC level?

Respectfully submitted,

Christine L. Rowe

November 14, 2005

MOGSEEL THANKSON D.

TO: Rod H. Kubomoto

FROM: Patricia Wood Facilities Section

#### TOPANGA FIRE BURNED AREA REPORT FILE NO. 2-11.40

The Topanga Fire occurred on September 28 to October 13, 2005, and burned a total of approximately 23,000 acres. The majority of the fire occurred within Ventura County with watersheds that flow into the Los Angeles County Flood Control District boundary.

#### Recommendations

- 1. Authorize us, by copy of this report, to provide confirmation to the following:
  - a. Flood Maintenance Division (FMD) of the potential sediment impacts to all storm drains and debris control facilities maintained by Public Works within/below the burned area including Bell Canyon Debris Retaining Facility. It is recommended that FMD monitor these facilities for post fire sediment impacts during storms and clean out these facilities in accordance with established criteria. The monitoring should continue for the next four to five years until the watershed has significantly recovered from the burn.
  - b. Road Maintenance Division (RMD) of the potential sediment impacts to all roads and culverts maintained by Public Works within/below the burned area. It is recommended that RMD monitor these facilities for post fire sediment impacts during storms and clean out these facilities in accordance with established criteria. The monitoring should continue for the next four to five years until the watershed has significantly recovered from the burn.
- 2. Authorize us to send copies of this report to the following agencies apprising them of the potential impacts of the burn:
  - Congressman Brad Sherman (27th District)
  - Congressman Elton Gallegly (24th District)
  - Congressman Henry Waxman (30th District)
  - Supervisor Michael D. Antonovich's Office
  - Supervisor Zev Yaroslavsky's Office
  - National Park Service
  - Natural Resources Conservation Service