

Supplemental Traffic Analysis

Appendix FEIR-4.1

LADOT Assessment Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES INTER-DEPARTMENTAL CORRESPONDENCE

14130-14154 W. Riverside Drive DOT Case No. SFV 19-48665

Date: August 19, 2019

To: Heather Bleemers, Senior City Planner

Department of City Planning

From: Vicente Cordero, Transportation Engineer

Department of Transportation

Subject: UPDATED SUPPLEMENTAL TRAFFIC ANALYSIS FOR THE PROPOSED

ICON MIXED-USE PROJECT LOCATED AT 14130-14154 WEST

RIVERSIDE DRIVE (ENV-2014-1362-EIR/CPC-2014-1361-ZC-ZV-SPR)

On January 8, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the proposed ICON Mixed-Use development at 14130-14154 West Riverside Drive, which was subject of a supplemental transportation analysis dated August 2018 prepared by Overland Traffic Consultants, Inc. However, in order to address comments provided by the community, an updated Supplemental Traffic Analysis dated March 2019 was prepared by Overland Traffic Consultants, Inc. The original project was subject of a transportation analysis prepared in 2015 and an assessment issued by DOT on May 17, 2016, and a revised DOT letter issued on June 20, 2016. Please replace the latest DOT transportation assessment dated January 8, 2019 with this report.

DOT has reviewed the latest Supplemental Traffic Analysis which includes the previously proposed project's vehicle trips reduction and architectural layout changes described in DOT's letter dated January 8, 2019,. The table below shows a comparison between the Original Project as proposed in 2015 and the 2019 Current Project referred herein as the *Reduced Alternative 5.*

Land Use	Original 2015 Project	Current 2019 Project	Change
Apartment Units	298 units	249 units	49 fewer units
Grocery Store	32,000 sf	15,035 sf	16,965 sf less
Retail	0	1,895 sf	1,895 sf more
Restaurant	7,241 sf	10,540 sf	3,299 sf more
Total Commercial	39,241 sf	27,470 sf	11,771 sf less

As indicated in the previous DOT letter dated January 8, 2019, the project is estimated to generate 3,516 daily trips, 239 trips in the a.m. peak hour, and 313 trips in the p.m. peak hour. Based on the previous report, DOT determined that two of the 14 study intersections would be significantly impacted by project related traffic. The project-related traffic impacts would be mitigated via a combination of physical mitigation measures and a Transportation

Heather Bleemers August 19, 2019

Demand Management (TDM) Plan. Since the *Reduced Alternative 5* proposed project involves the construction of more than 25,000 square feet of new non-residential gross floor area, it must comply with the requirements of the Citywide TDM Ordinance No. 168,700. The ordinance requires the provision of transportation demand management features in new construction, which would facilitate the use of alternative transportation modes to decrease dependency on vehicles carrying only one person.

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of a trip-reduction program. Prior to the issuance of a permanent certificate of occupancy, the owner/applicant must agree, by way of a covenant that runs with the land, to provide and maintain in a state of good repair the management and trip reduction measures required by Ordinance 168,700. The TDM program should include, but not be limited to, the following strategies:

- Provide an internal Transportation Management Coordination Program with an on-site transportation coordinator (on-site or off-site);
- Design the project to ensure a bicycle, transit, and pedestrian friendly environment;
- Provide on-site transit routing and schedule information;
- Provide rideshare matching services;
- Preferential rideshare loading/unloading or parking location;
- · Provide transit and share incentives; and
- Provide on-site car-share spaces.

The latest traffic report also included an updated analysis in regards to the proposed movement of the bus stop on Riverside Drive at Woodman Avenue. Both Metro and DOT have agreed that the proposed relocation of the bus stop will not be approved as a mitigation measure for this project at this impacted intersection. Upon careful consideration of the three possible locations for movement of this bus stop in order to create an eastbound right turn lane, Metro and DOT do not find it to be feasible at this time. Therefore, the traffic impact at Riverside Drive at Woodman Avenue will remain significant and unavoidable. All of the remaining project requirements that are identified in DOT's January 8, 2019 letter (attached for reference) shall remain in effect.

Heather Bleemers August 19, 2019

If you have any questions, please contact me at (818) 374-4697.

Attachments

J:\SFV 19-48665_14130-14154 Riverside Drive LTR_docx

c: Meg Greenfield, Council District No. 4
Michelle Levy, Valley Senior Planner, DCP
William Lamborn, City Planner, DCP
Steve Rostam, East Valley District, DOT
Ali Nahass, Valley District Engineer, BOE
Quyen Phan, Central District, BOE
Liz Fleming, Overland Traffic Consultants, Inc.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES INTER-DEPARTMENTAL CORRESPONDENCE

14130-14154 W. Riverside Drive DOT Case No. SFV 18-47779

Date:

January 08, 2019

To:

Michelle Levy, Senior City Planner

Department of City Planning

From:

Vicente Cordero, Transportation Engineer

Department of Transportation

Subject:

SUPPLEMENTAL TRAFFIC ASSESSMENT FOR THE PROPOSED ICON SHERMAN OAKS MIXED-USE PROJECT LOCATED AT 14130-14154

WEST RIVERSIDE DRIVE

The Department of Transportation (DOT) has reviewed the supplemental traffic impact analysis, dated August 2018, prepared by Overland Traffic Consultants, Inc., for the proposed Icon Sherman Oaks mixed-use project located at 14130-14154 W.Riverside Drive. The proposed project site is located on the southwest corner of Hazeltine Avenue and Riverside Drive on the existing Sunkist site. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the projectrelated traffic impacts. The traffic impact analysis included the detailed analysis of fourteen signalized intersections. Based on DOT's current traffic impact criteria¹, two of these signalized intersections would be significantly impacted by project-related traffic prior to mitigation. The project related impacts can be mitigated to a less than significant level. The results of the transportation impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community and is summarized in Attachments 1A & 1B.

DISCUSSION AND FINDINGS

A. <u>Project Description</u>

The proposed project site is located on the southwest corner of Hazeltine Avenue and Riverside Drive on the existing Sunkist site. The revised Current Project evaluated as the Community Alternative, with land use reductions and architectural layout changes, has reduced the number of apartment units from 298 to 249 apartment units, from 32,000 square feet of grocery store to 15,035

Per the DOT Transportation Impact Analysis Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

square feet of grocery store, added 1,895 square feet of retail and an increase from 7,241 square feet of restaurant to up to 10,540 square feet of restaurant. The completion year of the proposed project has been extended from 2018 to 2021. Traffic analysis of the proposed project has been updated to include the Current Project, future analysis extended by three years to 2021 with an additional 6% ambient traffic growth, future analysis supplemented with additional and updated related projects, updated lane configurations at Hazeltine Avenue and Westfield/ICON Driveway, and base growth to address some community members concern for the month that the traffic counts were conducted.

B. Trip Generation

The project is estimated to generate a net increase of 3,516 daily trips, 239 trips in the a.m. peak hour, and 313 trips in the p.m. peak hour. The Current Project will create 896 fewer daily trips, 28 fewer morning peak hour trips, and 87 fewer evening peak hour trips than the Original Project. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in Attachment 2.

PROJECT REQUIREMENTS

The project related impacts can be mitigated to ales than significant level with the following mitigations:

Transportation Demand Management (TDM)

The applicant proposes to reduce the net new trips by ten percent (10%) to reduce the impact of the project at Hazeltine Avenue and Riverside Drive. ITE rates for the office use shall be used to establish a baseline of trips for this project. This baseline in addition to the 10% reduced net new trips shall not be exceeded after the project is occupied. If only part of the project is occupied the net new trips shall be calculated using the occupied space. This study shall be conducted one year after the first Certificate of Occupancy is issued. If the trip cap is exceeded at any time the applicant shall conduct a new trip count 6 months after. If the trip cap is still exceeded the project shall reduce the leasable area for the site commensurate with the amount needed so as to not exceed the trip cap.

Mitigation for Hazeltine Avenue and Riverside Drive

Significant traffic impacts occur at Hazeltine Avenue and Riverside Drive during the AM & PM Peak Hour Existing + Project and Future with Project scenarios. The impacts are mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and dedication and widening the south side of Riverside Drive west of Hazeltine Avenue, implementation of a dedicated eastbound bike lane and eastbound right turn lane. Left turn phasing is proposed for all directions where it is not currently provided.

Mitigation for Riverside Drive and Woodman Avenue

Significant traffic impacts occur at Riverside Drive & Woodman Avenue during the AM Peak Hour Existing + Project scenario and during the AM & PM Peak Hour Future with Project Scenario. This impact is mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and movement of the eastbound bus stop from the south side of Riverside Drive west of Woodman Avenue to the south side of Riverside Drive east of Woodman Avenue creating a shared through/right turn lane not impeded by a stopped bus. This impact would remain significant and unavoidable if Metro does not approve movement of the bus stop location. The intersection has been improved with permissive left turn phasing in the northbound direction and protective permissive phasing all other directions since the writing of the original traffic study. The supplemental analysis at the fourteen study intersections in the Project area indicates no changes to the significant impact conclusions in the DEIR.

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours to the extent feasible.

B. <u>Highway Dedication And Street Widening Requirements</u>

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Riverside Drive** is designated as an Avenue I, which would require a 50-foot half-width roadway and a 35-foot half-width right-of-way. **Hazeltine Avenue** is a designated Avenue II, which would require a 43-foot half-width roadway and a 28-foot half-width right-of-way. **Calhoun Avenue** shall be dedicated and improved as required by the October 23,2015 Tentative Tract letter from Edmond Yew of the Land Development and Mapping Group of the Bureau of Engineering. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The commercial garage that had been previously designed primarily for office employee parking usage and located on the southeast portion of the site. This garage has been redesigned and placed on the southwest side of the project, thereby leaving a view corridor of the retained historic building. In place of the x story parking garage, a single basement level and parking garage will be placed on

the southeast side of the site behind 45'6" of greenspace/park area along Hazeltine Avenue. The ground floor parking area has been designed to accommodate a pass-through lane for all vehicles. The surface parking area and two-lane pass-through area will not be gated. The new lane will allow all residents, guests, employees and patrons to make use of the existing and redesigned signalized ICON driveway. This will allow for a more efficient movement of left turn traffic in and out of the site on Hazeltine Avenue and would reduce circulation on Hazeltine Avenue and Riverside Drive to access Project components. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. <u>Driveway Access and Circulation</u>

The Project developer proposes to retain the three existing driveways for the site. There is one driveway on Riverside Drive, approximately mid site, and two driveways on Hazeltine Avenue. The southerly Hazeltine Avenue driveway is currently, and will remain, controlled by a traffic signal. The Project development team has worked with DOT. Bikeways representatives from the Mayor's Office and the Bureau of Engineering along with Westfield Shopping Center representatives to provide an access and circulation plan for the Project on Hazeltine Avenue between Riverside Drive and the ICON/Westfield Shopping Center driveways. While it had been determined that it is feasible and conceptually agreeable to provide a northbound left turn pocket to the northerly ICON Project driveway south of Riverside Drive (with left turn egress prohibited) this element of the Project has been removed. Instead, the northerly ICON Project driveway on Hazeltine Avenue south of Riverside Drive will be restricted to right turns in and out of the Project site. Hazeltine Avenue will continue to have physical roadway deterrents to left turn entry and exit from the northerly Icon Project driveway and to/from the Westfield Shopping Center's northerly site driveway. In addition, Hazeltine Avenue will be modified to provide dual southbound left turn entry to the signalized Westfield Shopping Center driveway and transition back to existing striping south of the Westfield/ICON driveway signalized intersection with Hazeltine Avenue. Discussions with the bikeway improvement representatives in the Mayor's office and Bureau of Engineering indicate that the proposed striping does not defer future improvements for the LA River bike path and potential crossing on Hazeltine Avenue. A DOT conceptually approved Hazeltine improvement plan, provided in Attachment 3. Any associated signal modifications to allow the dual left exit will be implemented by the Project. The Sherman Oaks Fashion Square driveway is the fourth leg of the signalized intersection.

The review of this study does not constitute approval of the driveways and internal circulation schemes. Final DOT approval is required prior to the issuance of any associated building permits. Approval is given when DOT receives an acceptable site and access plans and payment of all applicable application fees. For the fastest possible final review and approval process, plans should be submitted to DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320, Van Nuys 91401, prior to plan check submission to the department of Building and Safety.

In order to minimize potential building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All new driveways should be Case 2 driveways. Any security gates should be a located at minimum 20 feet distance from the property line. All truck loading and unloading should take place on site with no vehicles backing into the project via any of the project driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Durre Shamsi of my staff at (818) 374-4694.

Attachments

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c: Meg Greenfield, Council District No. 4
Steve Rostam, East Valley District, DOT
Ali Nahass, Valley District Engineer, BOE
Quyen Phan, Central District, BOE
Liz Culhane, Overland Traffic Consultants, Inc.

ATTACHMENT 1A
Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

		Peak	Exis (20	-		Existir +Proje	~	Significant	With P	Existroject	-	itigation	Significant
No.	Intersection	Hour	CMA	LOS	CMA	LOS	Impact	Impact	CMA	LOS		IMPACT	Impact
1	Magnolia Boulevard &	AM	0.787	С	0.793	Ç	+ 0.006	NO					
	Van Nuys Boulevard	PM	0.884	D	0.891	D	+ 0.007	NO					
2	Riverside Drive &	AM	0.538	A	0.556	A	+ 0.018	NO					
	Van Nuys Boulevard	PM	0.629	В	0.659	В	+ 0.030	NO					
3	NB 101 Freeway Ramps &	MA	0.479	D*	0.485	D*	+ 0.006	NO					
	Van Nuys Boulevard	PM	0.516	D*	0.521	D"	+ 0.005	NO					
4	SB 101 Freeway Ramps &	AM	0.602	D"	0.610	D*	+ 0.008	NO					
	Van Nuys Boulevard	PM	0.712	D.	0.721	D"	+ 0,009	NO					
5	Hazeltine Avenue &	AM	0.741	C	0.756	C	+ 0.015	NO					
	Magnolia Boulevard	PM	0.699	8	0.718	C	+ 0.019	NO					
6	Hazeltine Avenue &	AM	0.737	C	0.785	С	+ 0.048	YES	0.753	C	+	0.016	NO
	Riverside Drive	PM	0.653	8	0.700	С	+ 0.047	YES	0.663	8	+	0.010	NO
7	Hazeltine Avenue &	AM	0.366	Α	0.473	Α	+ 0.107	NO					
	Project/Fashlon Sq. Dwys	PM	0.493	A	0.468	Α	-0.025	NO					
8	Hazeltine Avenue &	AM	0.563	Α	0,574	Α	+ 0.011	МО					
	Ventura Boulevard	PM	0.520	Α	0.541	Α	+ 0.021	NO					
9	Magnolia Boulevard &	AM	0.777	C	0.781	С	+ 0.004	NO					
	Woodman Avenue	PM	0.897	8	0.701	С	+ 0.004	NO					
10	Riverside Drive &	MA	0.943	E	0.966	E	+ 0.023	YES	0.895	D		-0.048	NO
	Woodman Avenue	PM	0.863	D	0.875	D	+ 0.012	NO	0.789	C		-0.074	NO
11	NB 101 Freeway Ramps &	AM	0.652	D**	0.654	D**	+ 0.002	NO					
	Woodman Avenue	PM	0.709	D**	0.714	D**	+ 0.005	NO					
12	SB 101 Freeway Ramps &	AM	0.518	D**	0,531	D**	+ 0.013	NO					
	Woodman Avenue	PM	0.533	D**	0.542	D**	+ 0.009	NO					
13	Chandler Boulevard &	AM	0.755	С	0.762	C	+ 0.007	NO					
	Hazeltine Avenue	PM	0.543	Α	0.554	Α	+ 0.011	NO					
14	Fulton Avenue &	AM	0.799	С	0.801	D	+ 0.002	NO					
	Riverside Drive	PM	0,836	D	0.839	D	+ 0.003	NO					

^{*} LOS calculated as A, B or C. However, Increased at LOS D at request of Community's observations

ATTACHMENT 1B Summary of Volume to Capacity Ratios (V/C) and Level of Service (LOS)

		Peak	Future (W	iture (2	oject	Significant	100	uture (: roject 8	2021) Mitigation	Significant
No.	Intersection	Hour	CMA	LOS	CMA	LOS	IMPACT	Impact	CMA	LOS	IMPACT	Impact
1	Magnolia Boulevard &	AM	0.925	E	0.929	E	+ 0.004	NO	0.929	E	+ 0.004	NO
	Van Nuys Boulevard	PM	1.043	F	1.049	F	+ 0.006	NO	1.049	F	+ 0.006	NO
2	Riverside Drive &	AM	0.641	В	0.659	В	+ 0.018	NO	0.658	В	+ 0.017	NO
	Van Nuys Boulevard	PM	0.768	С	0.798	C	+ 0.030	NO	0.795	C	+ 0.027	NO
3	NB 101 Freeway Ramps &	AM	0.566	D*	0.572	D*	+ 0.006	NO	0.572	D*	+ 0.006	NO
	Van Nuys Boulevard	PM	0.620	D*	0.625	D*	+ 0.005	NO	0.624	D*	+ 0.004	NO
4	SB 101 Freeway Ramps &	AM	0.708	D,	0.715	D.	+ 0.007	NO	0.715	D*	+ 0.007	NO
	Van Nuys Boulevard	PM	0.856	D	0.866	D	+ 0.010	NO	0.864	D	+ 0.008	NO
5	Hazeltine Avenue &	AM	0.880	D	0.894	D	+ 0.014	NO	0.893	D	+ 0.013	NO
	Magnotia Boulevard	PM	0.841	D	0.859	D	+ 0.018	NO	0.857	D	+ 0.016	NO
6	Hazeltine Avenue &	AM	0.897	D	0.945	E	+ 0.048	YES	0.901	E	+ 0.004	NO
	Riverside Drive	PM	0.866	D	0.915	E	+ 0.049	YES	0.855	D	-0.011	NO
7	Hazeltine Avenue &	AM	0.458	Α	0.565	A	+ 0.107	NO	0.554	Α	+ 0.096	NO
	Project/Fashion Sq. Dwys	PM	0.758	С	0.692	В	-0.066	NO	0.687	В	-0.071	NO
8	Hazeltine Avenue &	AM	0,698	В	0.709	C	+ 0.011	NO	0.708	C	+ 0.010	NO
	Ventura Boulevard	PM	0.680	В	0.701	C	+ 0.021	NO	0.699	В	+ 0.019	NO
9	Magnolia Boulevard &	AM	0.908	E	0.912	E	+ 0.004	NO	0.911	E	+ 0.003	NO
	Woodman Avenue	PM	0.833	D	0.837	D	+ 0.004	NO	0.837	D	+ 0.004	NO
10	Riverside Drive &	AM	1.092	F	1.115	F	+ 0.023	YES	1.037	F	-0.055	NO
	Woodman Avenue	PM	1.034	F	1.046	F	+ 0.012	YES	0.956	Ε	-0.078	NO
11	NB 101 Freeway Ramps &	AM	0.765	D**	0.767	D**	+ 0.002	NO	0.766	D**	+ 0.001	NO
	Woodman Avenue	PM	0.852	D	0.856	D	+ 0.004	NO	0.856	D	+ 0.004	NO
12	SB 101 Freeway Ramps &	AM	0.618	D"*	0.631	D**	+ 0.013	NO	0.629	D**	+ 0.011	NO
	Woodman Avenue	PM	0.649	D**	0.658	Day	+ 0.009	NO	0.656	D**	+ 0.007	NO
13	Chandler Boulevard &	AM	0.883	D	0.890	D	+ 0.007	NO	0.889	D	+ 0.006	NO
	Hazeltine Avenue	PM	0.665	В	0.676	8	+ 0.011	NO	0.675	В	+ 0.010	NO
14	Fulton Avenue &	AM	0.919	E	0.921	E	+ 0,002	NO	0.921	E	+ 0.002	NO
	Riverside Drive	PM	0.963	E	0.966	E	+ 0.003	NO	0.965	E	+ 0.002	NO

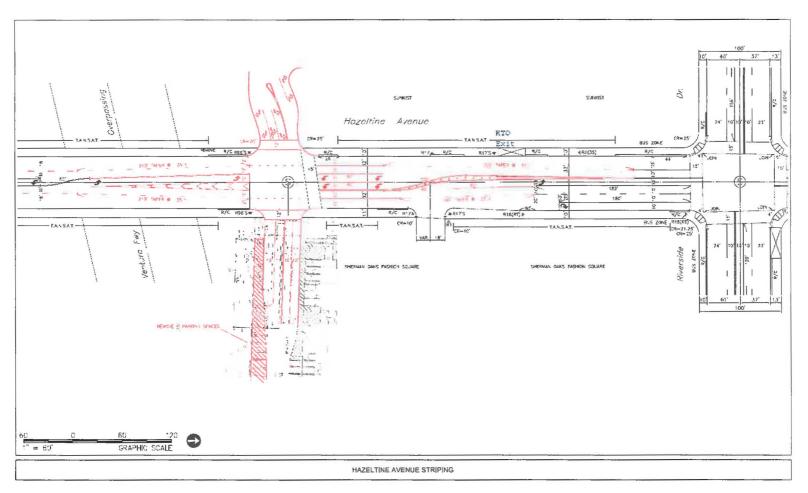
 $^{^*}$ LOS calculated as A, B or C. However, increased at LOS D at request of Community's observations ** LOS calculated as A, B or C. However, observed to be operating at LOS D in the field

ATTACHMENT 2
Project Trip Generation Estimates

ITE		Daily	Al	/ Peak	Hour	PM Peak Hour			
Code	Description	Traffic	<u>ln</u>	Out	Total	<u>In</u>	Out	Total	
220	Apartments	6.65	20%	80%	0.51	65%	35%	0.62	
710	Office	11.03	88%	12%	1.56	17%	83%	1.49	
820	Shopping Center	42.70	62%	38%	0.96	48%	52%	3.71	
850	Grocery Store	102.24	62%	38%	3.40	51%	49%	9.48	
932	Highturnover Restaurant	127.15	55%	45%	10.81	60%	40%	9.85	

ITE	PROJECT TRIPS		Daily	Al	M Peak	Hour	PA	/ Peak I	Hour
Code	<u>Description</u>	Size	Traffic	<u>In</u>	Out	Total	<u>ln</u>	Out	Total
	Residential								
220	Apartments	249 units	1,656	25	102	127	100	54	154
	Commercial								
932	Restaurant	10,540 sf	1,340	63	51	114	62	42	104
	Internal	10%	-134	-6	-5	-11	-6	-4	-10
	Pass-By	20%	<u>-241</u>	<u>-11</u>	<u>-10</u>	<u>-21</u>	<u>-11</u>	<u>-8</u>	<u>-19</u>
	Subtotal Restaurant		965	46	36	82	45	30	75
820	Retail	1,895 sf	81	1	1	2	3	4	7
	Internal	10%	-8	0	0	0	0		-1
	Pass-By	10%	<u>-7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u> 3	0	<u>0</u> 6
	Subtotal Retail		66	1	1	<u>0</u> 2	3	<u>0</u> 3	6
850	Grocery Store	15,035 sf	1,537	32	19	51	73	70	143
	Internal	10%	-154	-3	-2	-5	-7	-7	-14
	Pass-By	40%	<u>-553</u>	-11	<u>-7</u>	<u>-18</u>	<u>-26</u>	<u>-25</u>	<u>-51</u>
	Subtotal Grocery		830	18	10	28	40	38	78
	Subtotal All Commercial	27,470 sf	1,861	65	47	112	88	71	159
	NET NEW TRIPS TOTAL		3,516	90	149	239	188	125	313

ATTACHMENT 3





Supplemental Traffic Analysis



Overland Traffic Consultants 952 Manhattan Beach BI, #100 Manhattan Beach, Ca 90266 Phone (310) 545-1235 E-mail: liz@overlandtraffic.com

ICON Mixed Use Supplemental Traffic Analysis (Replaces August 2018 Supplemental Traffic Analysis)

The Los Angeles Department of Transportation (LADOT) has reviewed and approved the traffic study analysis of the proposed project at 14130 & 14154 West Riverside Drive as follows:

Approved Traffic Study: Overland Traffic Consultants, February 2015

Retain Existing Office Building

Construct 298 apartment units, 7,241 sf of restaurant and 32,000

sf of grocery store

The existing office was 85% occupied at the time of the traffic counts, conservatively 50% of the trips associated with the

existing office were added to the base counts.

14 study intersections, two significant traffic impacts (Existing + Project AM & PM and Future + Project Impact at Hazeltine Avenue & Riverside Drive and Existing + Project AM Peak and Future With Project AM & PM Peak at Riverside Drive &

Woodman Avenue)

6 study street segments, no significant traffic impacts

LADOT Review Letters: May 17, 2016

Concur with findings significant traffic impacts

Revised Letter June 20, 2016 Corrections to prior review letter

Concur with finding significant traffic impacts

Approved Supplemental Analysis: Overland Traffic Consultants, August 2018

The report and analysis include the much of the same information as in this report which has now been refined

and expanded

Same findings as Approved Traffic Study

LADOT Review Letter: January 8, 2019

Concur with findings significant traffic impacts

This March 2019 Supplemental Analysis replaces the prior August 2018 Supplemental Analysis. The current report provides updated project name reference and provides CEQA analysis in the main body of the report and community requested analysis in the appendices.

ICON Mixed-Use Page 1 March 2019

In order to address comments provided by the community, an updated supplemental analysis of potential traffic impacts has been conducted. This supplemental analysis includes several elements including:

- Reduced Alternative 5 with altered layout, design, altered access and further vehicle trip reduction as focus:
- Future Buildout year extended from 2018 to 2021 with 2% per year ambient growth rate added;
- Updated related projects including Chase Knolls at 13401 Riverside Drive, Grocery Store at 14311 Ventura Boulevard, updated project at 5700 Sepulveda Boulevard but retaining the original Fashion Square Expansion;
- Revised lane configurations along Hazeltine Avenue between Riverside Drive and the ICON/Westfield Shopping Center driveways;
- Identification of moved bus stop location along Riverside Drive at Woodman Avenue;
- Parking redesigned to provide pass-through for all Project traffic;
- Updated Traffic Study Guidelines from August 2014 to December 2016;
- Expanded Transit Map and details;
- Updated Freeway Ramp Locations;
- Vision Zero considerations; and,
- Mobility 2035 Elements addressed.

Project Description

The Current Project, evaluated as the Reduced Alternative 5, with land use reductions and architectural layout changes, has reduced the number of apartment units from 298 to 249 apartment units, from 32,000 square feet of grocery store to 15,035 square feet of grocery store, added 1,895 square feet of retail and an increase from 7,241 square feet of restaurant to up to 10,540 square feet of restaurant. The improvements also include movement of the parking garage to the southwest portion of the Project site, more articulation on the buildings facing Riverside Drive, a 45-foot 6-inch strip of park/landscaping along Project's Hazeltine Avenue frontage, and surface with one basement level of parking along the southeast side of the historic building (retaining the view corridor) with a drive through lane on the surface are of the lot to connect the signalized driveway at the south end of the site on Hazeltine Avenue

to the on-site access way behind the residential and commercial buildings facing Riverside Drive.

Table 1 provides a summary of the Original and Current Project descriptions.

Table 1
Original and Current Project Descriptions

LAND USE	ORIGINAL PROJECT	CURRENT PROJECT	CHANGE
Apartment Units	298 units	249 units	49 fewer units
Grocery Store	32,000 sf	15,035 sf	16,965 sf less
Retail	0	1,895 sf	1,895 sf more
Restaurant	<u>7,241 sf</u>	<u>10,540 sf</u>	3,299 sf more
Total Commercial	39,241 sf	27,470 sf	11,771 sf less

The net project trips summary for the Original and Current Project descriptions is provided on the following page. Full trip generation rates and net vehicle trips for the Original Project is provided in the DEIR under the Project Analysis and provided in Attachment A for the Current Project.

A summary comparison between the Original and Current Project trip generation is provided in Table 2 to demonstrate the lower number of vehicle trips with the Current Project.

Table 2
Net Vehicle Trips for Original and Current Projects

	Daily	AM Peak Hour	PM Peak Hour
	Net Trips	Net Trips	Net Trips
Current Project Original Project	3,516 4,412	239 267	313 400
Difference			
Current - Origina	-896	-28	-87

The Current Project will create 896 fewer daily trips, 28 fewer morning peak hour trips, and 87 fewer evening peak hour trips than the Original Project. The Current Project would not create any new impacts when compared to the Original Project. The Current Project creates two intersection significant traffic impacts (Existing + Project AM & PM and Future + Project AM & PM peak hour impact at Hazeltine Avenue & Riverside Drive and Existing + Project AM Peak and Future With Project AM & PM Peak at Riverside Drive & Woodman Avenue

Future Year 2021

The Original Project traffic study anticipated future buildout year as 2018. However, this time period has been extended to future buildout year of 2021. The extension of three years includes a 2% ambient growth per year (total 6%) in traffic volumes for the future conditions Without Project and Future With Project as required by LADOT in this area.

Related Project Update

The related project list has been revised to incorporate two additional related projects including the Chase Knolls project at 13401 Riverside Drive and a Mixed-Use Project at 14311 Ventura Boulevard and update the proposed project at 5700 Sepulveda Boulevard (more residential units and less retail). At the time of the writing of the DEIR the Fashion Square (Westfield) Expansion had not yet been defined. A previously proposed Westfield Expansion of 220,000 square feet was incorporated in the analysis in the DEIR. Since the time of the writing of the DEIR, a project has been defined that is smaller than the originally estimated. However, the original 200,000 square foot Westfield expansion has been retained in this conservative estimate of future traffic conditions as was presented in the Original traffic study.

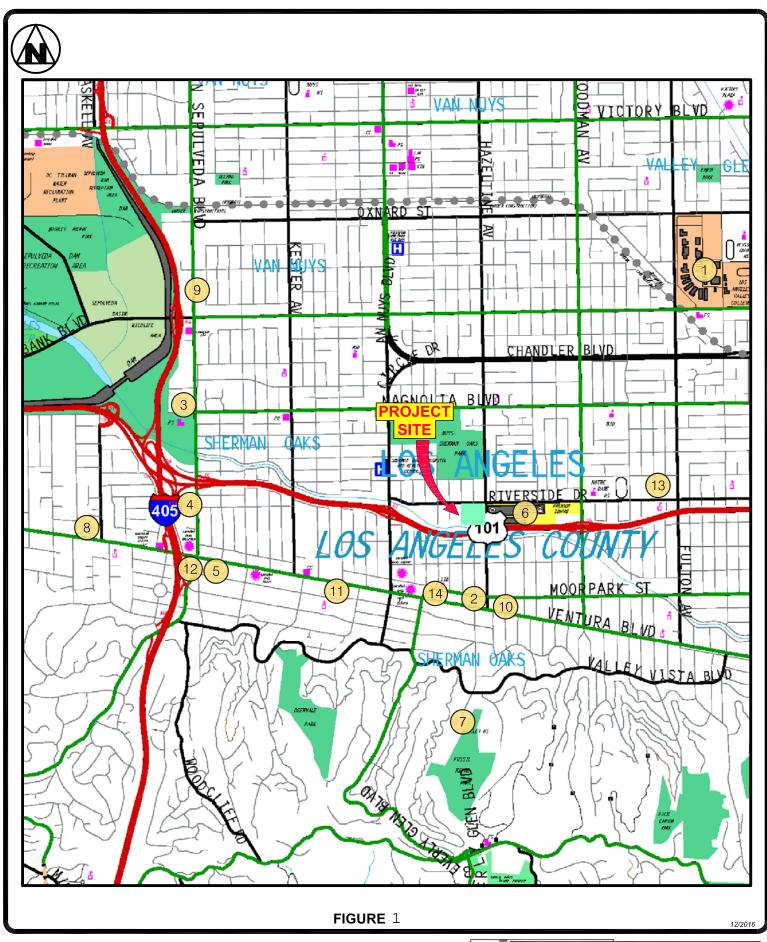
The Original traffic study analysis included 97 condominium units and 34,775 square feet of retail at 5700 Sepulveda. This project has been modified for 131 apartment units at 8,600 square feet of retail. The revised 5700 Sepulveda Boulevard project creates 575 fewer daily trips, 6 more morning peak hour trips and 10 fewer evening peak hour trips.

The Original traffic study included a potential for up to 220,000 square foot expansion at the Westfield Shopping Center. The revised Westfield Shopping Center project reduces to 5,500 square feet of expansion. The difference between the original and updated Westfield Shopping Center reduces the related project trips by 2,834 daily trips, by 93 AM Peak Hour trips and by 467 PM Peak Hour trips. However, the original 220,000 square foot expansion has been retained in this supplemental analysis to present a conservative estimate of traffic growth in the Project area as was presented in the Original traffic study.

A summary of the related projects included in this analysis with their location and description is provided in Table 3 with an updated map provided on Figure 1. The related projects' trip generation is provided in Attachment B.

Table 3 Related Project Summary

<u>No</u>	<u>Location</u>			Description
1	5800 Fulton Av			LA Valley College Expansion
2	14121 Ventura BI	88 6,000 3,500 (7,000)	sf	Apartment Retail Fast Food without Drive Through Demolish
3	15365 Magnolia Bl	225	student	Emek Hebrew Academy Expansion
4	4805 N Sepulveda BI (Il Villaggio)	325 52,000	units sf	Apartment Retail
5	15222 Ventura BI (complete-not occupied at time of counts)	50 4,590	units sf	Condominium Retail
6	14006 Riverside Dr	220,000	sf	Fashion Square Expansion
7	3900 Stansbury Av	80	student	Buckley School Expansion
8	15729 Ventura BI	259	student	Valley Beth Shalom Expansion
9	5700 N Sepulveda BI	131 8,600	units sf	Apartments Retail
10	14049 Ventura BI	27,389	sf	Supermarket Expansion
11	14708 Ventura BI	6,880	sf	Restaurant
12 13	15315 Dickens St 13401 Riverside Drive*	10,000 141		Coffee Shop Chase Knolls Apartments
14	14311 Ventura BI	22,000 5,000 5,000 (23,680) 42,000	sf sf sf	Retail Restaurant Office Demolish Car Wash, Care Care, Fast Food, & Retail Grocery Store



Driveway & Lane Configuration Update

The Project development team has worked with LADOT, Bikeways representatives of the Mayor's Office & Bureau of Engineer along with Westfield Shopping Center representatives to provide an access and circulation plan for the Project on Hazeltine Avenue between Riverside Drive and the ICON/Westfield Shopping Center driveways. While it had been determined that it is feasible and conceptually agreeable to provide a northbound left turn pocket to the northerly ICON Project driveway south of Riverside Drive (with left turn egress prohibited) this element of the Project has been removed. Instead, the northerly ICON Project driveway on Hazeltine Avenue south of Riverside Drive will be restricted to right turns in and out of the Project site. Hazeltine Avenue will continue to have physical roadway deterrents to left turn entry and exit from the northerly Icon Project driveway and to/from the Westfield Shopping Center's northerly site driveway. In addition, Hazeltine Avenue will be modified to provide dual southbound left turn entry to the signalized Westfield Shopping Center driveway and transition back to existing striping south of the Westfield/ICON driveway signalized intersection with Hazeltine Avenue. Discussions with the bikeway improvement representatives in the Mayor's office and Bureau of Engineering indicate that the proposed striping does not deter future improvements for the LA River bike path and potential crossing on Hazeltine Avenue. A LADOT conceptually approved Hazeltine improvement plan is provided in Attachment C.

The supplemental critical movement analysis of potential traffic impacts in this document include the restrictions to the northerly ICON Project driveway south of Riverside Drive and the dual southbound left turns to Hazeltine Avenue improvements.

Bus Stop Relocation Evaluation – Riverside Dr & Hazeltine Avenue

The Project mitigation to reduce impacts to a level of insignificance at the intersection of Woodman Avenue and Riverside Drive includes movement of the existing bus stop on the south side of Riverside Drive west of Woodman Avenue to an alternate location to provide an eastbound right turn lane. The movement of the bus stop would be on the south side of Riverside Drive east of Woodman Avenue or on the south side of Riverside Drive westerly of its current location. There are three potential locations for the bus stop relocation. 1) on the south side of Riverside Drive, west of Woodman Avenue between the two gas station driveways, 2) on the south side of Riverside Drive west of Woodman Avenue and west of the easterly gas station driveway, 3) east of the current bus stop location between the two shopping center driveways located approximately 650 feet west of the current location.

Implementation of the improvement fully mitigates the significant impact.

Attachment C displays the three potential bus stop relocation positions. The bus stop relocation is subject to approval by LADOT and Los Angeles County Metro. As identified in the DIER, the significant impact identified at this location would remain significant & unavoidable if the bus stop relocation is not approved by LADOT and Metro.

Office Commercial Garage Redesigned

The commercial garage that had been previously designed primarily for office employee parking usage and located on the southeast portion of the site. This garage has been redesigned and placed on the southwest side of the Project, thereby leaving a view corridor of the retained historic building. In place of the multi-level parking garage, a single basement level and parking garage will be placed on the southeast side of the site behind 45-foot, 6 inches of greenspace/park area along Hazeltine Avenue. The ground floor parking area has been designed to accommodate a pass-through lane for all vehicles.

The surface parking area and two-lane pass-through area will not be gated. The new lane will allow all residents, guests, employees and patrons to make use of the existing and redesigned signalized ICON driveway. This will allow for a more efficient movement of left turn traffic in and out of the site on Hazeltine Avenue and would reduce circulation on Hazeltine Avenue and Riverside Drive to access Project components.

With the two-lane pass through area in the garage, some drivers who preciously would have used the northerly Hazeltine Project Driveway or Riverside Drive Driveway now have the option to use the signalized driveway instead for easier and more convenient exit from the site. Based on LADOT approved distribution for Project traffic, up to 12% of the residential traffic and up to 20% of the new commercial retail/restaurant traffic is expected to use the signalized location rather than the unsignalized Riverside Drive and northerly Hazeltine Avenue driveways. This would equate to redistribution of up to 571 daily, 38 AM Peak Hour and 50 PM Peak Hour trips using the signalized driveway and pass-through lane creating reduced traffic circulation around the site.

The redistribution of these Project trips to the away from the northerly Hazeltine Avenue & ICON Project Driveway which will no longer permit left turns in or out to the intersection of Hazeltine Avenue and the southerly ICON Driveway/Westfield Shopping Center Driveway has been evaluated in this Supplemental Analysis.

Based on the new improvements (dual southbound lefts at the Westfield Shopping Center driveway and drive through aisle in the surface parking lot area), more traffic is expected to

make use of the southerly Hazeltine driveway, thus reducing circulation on the surface streets around the site and at the Hazeltine Avenue and Riverside Drive driveway.

As shown in the Supplemental Analysis, the additional traffic at the signalized Project driveway on Hazeltine Avenue will not create new significant traffic impacts. Traffic conditions will be better than without the internal driveway and better than without the dual southbound left turns at the Westfield Shopping Center Driveway.

Areas for passenger drop off and pick up including personal vehicles, ridesharing vehicles, Taxi, Uber and Lyft type services have been created on-site. These spaces will be provided by providing turn out areas along the south side of the interior roadway between the historic building and new commercial/residential buildings and on both sides of the drive from Riverside Drive between the new residential/commercial buildings.

<u>Updated Traffic Impact Study Guidelines from August 2014 to December 2016</u>

LADOT updated their traffic study guidelines from that used in the February 2015 traffic study for this Project. The August 2014 guidelines were replaced with a December 2016 guideline. The new guidelines require the same overall study format and analysis process. However, more detail is provided to explain the individual elements. The overall format and analysis remain the same with the exception some of the following elements:

- Identification of future performance measures that require pedestrian and bicycle volumes be included in counts:
- Affordable housing trip generation rates;
- Alignment with Vision Zero;
- Mobility 2035 requirements;
- Shared parking agreements; and
- More details regarding Transportation Demand Management (TDM) as mitigation.

The traffic counts conducted for this Project included pedestrian and bicycle counts. Affordable housing is not proposed for this Project. This Project does not propose a shared parking component. This Project proposes TDM as a key component to mitigation as required by LADOT. Vision Zero and Mobility 2035 requirements are evaluated for the proposed Project in the following two sections.

Expanded Transit Map and Details

An expanded transit map is provided below in Figure 2 with the location of the Project noted and the nearby bus line services, headways (time between buses), and travel time with distance to be walked to/from major destinations provided.



Figure 2 – Expanded Transit Map

The headways for the bus routes that may be used by Project residents and employees is provided below. They will fluctuate throughout day with shortest headways during AM and PM Peak Hours.

Metro Route 155, 43 to 50-minute headways
Metro Route 233, 12 to 40-minute headways
Metro Rapid Route 734, 18 to 22-minute headways
Metro Rapid Route 750, 20 to 40-minute headways
Van Nuys DASH, 20-minute headways
Commuter Express 422,15 to 38-minute headways
Metro Red Line, 10 to 20-minute headways

Major Destinations Transit option and timing (leaving at 7AM) per Los Angeles County Metropolitan Transportation Authority Metro.net Trip Planner:

Downtown Los Angeles Civic Center.

Metro Rapid Line 750 to Metro Rail Red Line – 30 to 60 minutes walking 1.13 miles or Metro Local Line 155 to Metro Rail Red Line – 30 to 60 minutes walking 0.3 miles or Metro Local Line 155 to Metro Local Line 92 -120 to 150 minutes, walking 0.06 miles

Van Nuys Civic Center: Van Nuys Dash – 15 minutes or less, walking 0.11 miles

Universal City: Metro Local Line 155 – 15 to 30 minutes, walking 0.06 miles

UCLA Medical Center.

Metro Rapid 750 to Metro Rapid 734 – 30 to 60 minutes, walking 1.09 miles Van Nuys Dash to Metro Rapid Line 788 – 60 to 90 minutes walking .041 miles

Pierce College: Metro Local Line 233 to Metro Orange Line – 15 to 30 minutes, 0.47

miles

Valley College: Van Nuys DASH – 15-30 minutes, 0.09 miles

Warner Center: Commuter Express 422 – 30 to 60 minutes, walking 0.6 miles

Updated Freeway Ramp Locations

A map of this nature is provided on page 6 of the traffic study but the freeway ramps have been changed south of Ventura Boulevard since the writing of the Original report. An updated view of the freeway access points is provided below in Figure 3. Note that there are north (west) and south (east) bound on and off ramps for the US-101 Freeway provided at both Van Nuys Boulevard to the west and Woodman Avenue to the east. There are north and southbound on and off ramps for the I-405 at Burbank Boulevard north of the site, southbound on and off ramps at Ventura Boulevard/Sherman Oaks Avenue and northbound on and off ramps on Sepulveda Boulevard south of Ventura Boulevard south of the Project site.

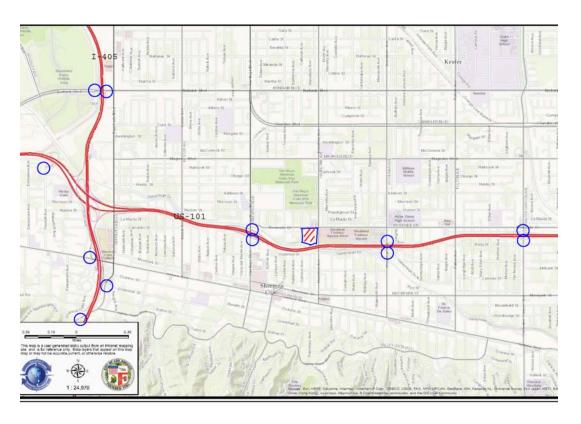


Figure 3: Map of area freeways on & off ramps

Vision Zero Considerations

The LADOT Traffic Study Guidelines August 2014 and December 2016 require traffic counts be taken with bicycle and pedestrian counts. The traffic counts conducted for the February 2015 traffic study include this data. LADOT Traffic Impact Study Guidelines (TIS), December 2016 require alignment with Vision Zero. Vison Zero is a City initiative to create safer streets for our most vulnerable road users, including children, older adults, and people walking, bicycling. All projects in the City must be designed to prioritize the safety of people walking, bicycling, rolling, taking transit to improve their connectivity. LADOT has conducted a citywide traffic collision analysis and identified a network of streets known as High Injury Network (HIN). These are the roadways with the highest occurrence of severe injuries and death involving road users. Projects proposed on a roadway within the HIN should be designed to enhance safety.

Riverside Drive, Hazeltine Avenue and Calhoun Avenue are not identified as HIN roadways in the Project area. To date, LADOT has not identified procedures, impact criteria or specific requirements for evaluating pedestrian or bicycle safety. The Project would result in the following pedestrian and bicycle conditions and improvements:

- The sidewalk widths will not be changed from 10 feet on Riverside Drive and on Hazeltine Avenue;
- There will be no changes to the number or location of driveways;
- Enhanced landscaping will be provided along the sidewalks with a wide (45'6") park/greenspace provided along the Project's Hazeltine Avenue frontage;
- The existing crosswalk on the west leg of Riverside Drive at Hazeltine Avenue will be lengthened by 4.5 feet to implement the eastbound right turn. However, signal timing will be adjusted to accommodate the additional crossing time required for a pedestrian to cross the street.
- All sidewalks will be repaired and improved as needed;
- Bus shelter improvements will be provided;
- Installation of left turn phasing at Hazeltine Avenue and Riverside Drive in any direction that it is not already implemented;
- Change from protected permissive left turn phasing to protective phasing only at Riverside Drive and Woodman Avenue in all directions if requested by LADOT;
- If approved by LADOT, the Project will improve the crosswalks at Hazeltine Avenue and Riverside Drive with continental (cross hatch) crosswalks to increase visibility of pedestrians crossing;
- The eastbound bicycle lane on Riverside Drive west Hazeltine Avenue currently terminates to a shared lane with vehicles at the intersection. The Project

mitigation for the eastbound right turn lane will include a dedicated and striped bike lane to the intersection along the north side of the right turn lane;

- On-site long term and short-term bicycle parking will be provided; and,
- On-site amenities along the LA Riverwalk will be provided.

Mobility Plan 2035 Elements

Since the writing of the Project traffic study the City of Los Angeles adopted the Mobility Plan 2035. In addition, LADOT modified their August 2014 Traffic Study Guidelines to the December 2016 Traffic Study Guidelines in part to incorporate elements of the Mobility Plan 2035.

At the time of the writing of the May 17, 2016 LADOT letter to the Department of City Planning in review of the February 2015 traffic study, the Mobility Plan had been adopted. This letter notes that:

Riverside Drive is designated as an Avenue I in the Mobility Plan 2035. Along the Project frontage, Riverside Drive currently consist of a 50-foot half right-of-way, with a 35-foot half roadway and a 15-foot sidewalk. Therefore, no widening or dedication is required at this time except for the dedication and widening required to implement the intersection mitigation.

Hazeltine Avenue is dedicated as an Avenue II in the Mobility Plan 2035. Along the Project frontage, Hazeltine Avenue currently consists of a 40-45-foot half right-of-way, with a 32-foot half roadway and a 10-foot sidewalk. The standard cross-section for an Avenue II is a 43-foot half right-of-way, with a 28-foot half roadway and a 15-foot sidewalk. Therefore, a variable width strip dedication is required along the Project frontage on Hazeltine Avenue to bring the total right-of-way to the Avenue II standard required by the Mobility Plan 2035.

Calhoun Avenue shall be dedicated and improved as required by the October 23, 2015 Tentative Tract Letter from the Land Development and Mapping Group of the Bureau of Engineering.

The LADOT letter identifies the existing sidewalk on the south side of Riverside Drive as 15 feet in width. The current half right-of-way is improved with a 40-foot half roadway and 10-foot sidewalk. An Avenue I is required to provide a 35-foot half roadway and 15-foot sidewalk. Projects are not required to reduce roadway width to provide additional sidewalk width, nor are they required to over dedicate.

The surrounding roadways evaluated in the February 2015 traffic study have been updated to show the Mobility Plan 2035 roadway designations:

Chandler Boulevard is designated as a Boulevard II in the Project area.

Fulton Avenue is designated as an Avenue II in the Project area north of Ventura Boulevard.

Magnolia Boulevard is designated as an Avenue II in the Project area.

Riverside Drive is designated as an Avenue I in the Project area. The roadway is posted with a 40 MPH speed limit.

Van Nuys Boulevard is designated as a Boulevard II in the Project area north of Ventura Boulevard.

Ventura Boulevard is designated as a Boulevard II in the Project area.

Woodman Avenue is designated as an Avenue I in the Project area north of Ventura Boulevard.

Note that speed limits on the Project adjacent streets are as follows: Riverside Drive, 40 miles per hour (MPH); Hazeltine Avenue, 35 MPH, and Calhoun Avenue (as a local street) is not posted with a speed limit.

ANALYSIS PROCESS

The final traffic study was completed in February 2015. Related projects were updated by providing a more accurate and current project descriptions but retaining the original 220,000 square foot Westfield Shopping Center project description as was provided in the Original Study and by adding the additional related projects' trips for the future analysis. The lane configurations along Hazeltine Avenue were modified to reflect the conceptually approved striping changes with a dual southbound left turn for the Westfield Shopping Center signalized intersection. The completion of the Project was increased from 2018 to year 2021 with another 6% traffic volume increase. Changes were made to the Project trip distribution due to the removal of the left turn pocket to the Project's northerly Hazeltine Driveway and a new drive-through lane on the southeast surface parking area. The increase and traffic turning at intersection 7, Hazeltine Avenue and ICON Project Driveway/Westfield Shopping Center Driveway has been evaluated in this Supplemental Analysis.

The Future Without and Future + Project analysis increase from the February 2015 traffic study with the addition and refinement of related projects, including the retention of the larger Westfield Shopping Center project and two additional related projects and increase to future year 2021 (for a total 6% + additional related project's increase in traffic volume).

As required by LADOT, the traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. The study intersections were evaluated using this methodology pursuant to the criteria established by LADOT for signalized intersections. The traffic counts were used along with intersection lane configurations (including new With Project dual left turn at Hazeltine Avenue and Westfield/ICON driveways) and traffic controls to determine an intersection's operating condition.

The CMA procedure uses a ratio of an intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

The analysis includes the fourteen study intersections as presented in the DEIR.

RESULTS OF ANALYSIS

The Current Project with updated related projects with their trips distributed to the study intersections, Project completion increased to year 2021 (added 2% per year) and Hazeltine Avenue striping changes was evaluated in this analysis. A comparison of the Existing and Existing + Current Project and a comparison of the Future Without Project and Future With Current Project was conducted based on the following criteria to determine if any significant traffic impacts occur.

Table 4
Significant Impact Criteria
City of Los Angeles

<u>LOS</u>	Final V/C Value	Increase in V/C Value
С	0.701 - 0.800	+ 0.040
D	0.801 - 0.900	+ 0.020
E&F	> 0.901	+ 0.010 or more

No significant impact is identified for LOS A or B.

No new significant impacts were identified with Current Project and updated analysis. Table 5a and 5b displays the results of the analysis. Attachment D provides the worksheets for the Critical Movement Analysis.

Significant traffic impacts are identified at Hazeltine Avenue & Riverside Drive and at Riverside Drive and Woodman Avenue. These significant impacts are reduced below a level of significance through improvements as presented in the DEIR and approved by LADOT. The DIER conservatively treated the Riverside Drive and Woodman Avenue intersection as significant and unavoidable in the event that Metro or LADOT does not approve the proposed mitigation to relocate the bus shelter.

At the request of some local community groups, an analysis of holiday traffic was also conducted. This information is provided in Attachment E for informational purposes only. The holiday traffic is not a baseline for evaluating traffic impacts under CEQA.

At the request of some local community groups, a request of increase in baseline counts was requested and an increase in Freeway Ramp LOS along Van Nuys Boulevard was requested. Although not required, this combined request was conducted and is provided in Attachment F for informational purposes only. The is supplemental information and not a requirement for evaluating traffic impacts under CEQA.

Table 5a CMA Summary with

, Current Project Traffic Volumes, Modified Added Related Projects, Future Year 2021, Surface Lot Access Drive Through & Hazeltine Avenue Striping Change Existing & Existing +Project

			Exist	ing		Existing	g			Existi	ing		
		Peak	(201	,		+Projec		Significant		_			Significant
	<u>Intersection</u>	<u>Hour</u>	<u>CMA</u>	LOS	<u>CMA</u>	LOS	<u>Impact</u>	<u>Impact</u>	<u>CMA</u>	LOS		<u>IMPACT</u>	<u>Impact</u>
1	Magnolia Boulevard &	AM	0.787	С	0.793	С	+ 0.006	NO					
	Van Nuys Boulevard	PM	0.884	D	0.891	D	+ 0.007	NO					
2	Riverside Drive &	AM	0.538	Α	0.556	Α	+ 0.018	NO					
	Van Nuys Boulevard	PM	0.629	В	0.659	В	+ 0.030	NO					
3	NB 101 Freeway Ramps &	AM	0.479	Α	0.485	Α	+ 0.006	NO					
	Van Nuys Boulevard	PM	0.516	Α	0.521	Α	+ 0.005	NO					
4	SB 101 Freeway Ramps &	AM	0.602	В	0.610	В	+ 0.008	NO					
	Van Nuys Boulevard	PM	0.712	С	0.721	С	+ 0.009	NO					
5	Hazeltine Avenue &	AM	0.741	С	0.756	С	+ 0.015	NO					
	Magnolia Boulevard	PM	0.699	В	0.718	С	+ 0.019	NO					
6	Hazeltine Avenue &	AM	0.737	С	0.785	С	+ 0.048	YES	0.753	С	+	0.016	NO
	Riverside Drive	PM	0.653	В	0.700	С	+ 0.047	YES	0.663	В	+	0.010	NO
7	Hazeltine Avenue &	AM	0.366	Α	0.473	Α	+ 0.107	NO					
	Project/Fashion Sq. Dwys	PM	0.493	Α	0.468	Α	-0.025	NO					
8	Hazeltine Avenue &	AM	0.563	Α	0.574	Α	+ 0.011	NO					
	Ventura Boulevard	PM	0.520	Α	0.541	Α	+ 0.021	NO					
9	Magnolia Boulevard &	AM	0.777	С	0.781	С	+ 0.004	NO					
	Woodman Avenue	PM	0.697	В	0.701	С	+ 0.004	NO					
10	Riverside Drive &	AM	0.943	Е	0.966	Е	+ 0.023	YES	0.896	D		-0.047	NO
	Woodman Avenue	PM	0.863	D	0.875	D	+ 0.012	NO	0.789	С		-0.074	NO
11	NB 101 Freeway Ramps &	AM	0.652	D*	0.654	D*	+ 0.002	NO					
	Woodman Avenue	PM	0.709	D*	0.714	D*	+ 0.005	NO					
12	SB 101 Freeway Ramps &	AM	0.518	D*	0.531	D*	+ 0.013	NO					
	Woodman Avenue	РМ	0.533	D*	0.542	D*	+ 0.009	NO					
13	Chandler Boulevard &	AM	0.755	С	0.762	С	+ 0.007	NO					
	Hazeltine Avenue	PM	0.543	Α	0.554	Α	+ 0.011	NO					
14	Fulton Avenue &	AM	0.799	С	0.801	D	+ 0.002	NO					
	Riverside Drive	РМ	0.836	D	0.839	D	+ 0.003	NO					

 $^{^{\}star}$ LOS calculated as A, B or C. However, observed to be operating at LOS D in the field

Table 5b CMA Summary with

Current Project, Modified Added Related Projects Future year 2021, Surface Lot Drive Through &Hazeltine Avenue Striping Change Future Without Project & Future +Project

		Peak	Future (2 Without F	,		•	2021) oject	Significant		uture (2	2021) Mitigation	Significant
No.	Intersection	<u>Hour</u>	CMA	LOS	CMA	LOS	IMPACT	<u>Impact</u>	CMA	LOS	<u>IMPACT</u>	<u>Impact</u>
1	Magnolia Boulevard &	AM	0.925	E	0.929	Е	+ 0.004	NO	0.929	E	+ 0.004	NO
	Van Nuys Boulevard	PM	1.043	F	1.049	F	+ 0.006	NO	1.049	F	+ 0.006	NO
2	Riverside Drive &	AM	0.641	В	0.659	В	+ 0.018	NO	0.658	В	+ 0.017	NO
	Van Nuys Boulevard	PM	0.761	С	0.791	С	+ 0.030	NO	0.788	С	+ 0.027	NO
3	NB 101 Freeway Ramps &	AM	0.566	Α	0.572	Α	+ 0.006	NO	0.572	D*	+ 0.006	NO
	Van Nuys Boulevard	PM	0.620	В	0.625	В	+ 0.005	NO	0.624	D*	+ 0.004	NO
4	SB 101 Freeway Ramps &	AM	0.708	С	0.715	С	+ 0.007	NO	0.715	D*	+ 0.007	NO
	Van Nuys Boulevard	PM	0.856	D	0.866	D	+ 0.010	NO	0.864	D	+ 0.008	NO
5	Hazeltine Avenue &	AM	0.873	D	0.887	D	+ 0.014	NO	0.885	D	+ 0.012	NO
	Magnolia Boulevard	PM	0.841	D	0.859	D	+ 0.018	NO	0.857	D	+ 0.016	NO
6	Hazeltine Avenue &	AM	0.897	D	0.945	Е	+ 0.048	YES	0.901	Ε	+ 0.004	NO
	Riverside Drive	PM	0.866	D	0.915	Е	+ 0.049	YES	0.855	D	-0.011	NO
7	Hazeltine Avenue &	AM	0.458	Α	0.565	Α	+ 0.107	NO	0.554	Α	+ 0.096	NO
	Project/Fashion Sq. Dwys	PM	0.758	С	0.692	В	-0.066	NO	0.687	В	-0.071	NO
8	Hazeltine Avenue &	AM	0.698	В	0.709	С	+ 0.011	NO	0.708	С	+ 0.010	NO
	Ventura Boulevard	PM	0.680	В	0.701	С	+ 0.021	NO	0.699	В	+ 0.019	NO
9	Magnolia Boulevard &	AM	0.908	Е	0.912	Е	+ 0.004	NO	0.911	Ε	+ 0.003	NO
	Woodman Avenue	PM	0.833	D	0.837	D	+ 0.004	NO	0.837	D	+ 0.004	NO
10	Riverside Drive &	AM	1.092	F	1.115	F	+ 0.023	YES	1.037	F	-0.055	NO
	Woodman Avenue	PM	1.034	F	1.046	F	+ 0.012	YES	0.956	Ε	-0.078	NO
11	NB 101 Freeway Ramps &	AM	0.765	D*	0.767	D*	+ 0.002	NO	0.766	D*	+ 0.001	NO
	Woodman Avenue	PM	0.852	D	0.856	D	+ 0.004	NO	0.856	D	+ 0.004	NO
12	SB 101 Freeway Ramps &	AM	0.618	D*	0.631	D*	+ 0.013	NO	0.629	D*	+ 0.011	NO
	Woodman Avenue	PM	0.649	D*	0.658	D*	+ 0.009	NO	0.656	D*	+ 0.007	NO
13	Chandler Boulevard &	AM	0.883	D	0.890	D	+ 0.007	NO	0.889	D	+ 0.006	NO
	Hazeltine Avenue	PM	0.665	В	0.676	В	+ 0.011	NO	0.675	В	+ 0.010	NO
14	Fulton Avenue &	AM	0.919	Е	0.921	Е	+ 0.002	NO	0.921	Е	+ 0.002	NO
	Riverside Drive	PM	0.963	Е	0.966	Е	+ 0.003	NO	0.965	Е	+ 0.002	NO

 $^{^{\}star}$ LOS calculated as A, B or C. However, observed to be operating at LOS D in the field

SUMMARY & CONCLUSIONS

Traffic analysis of the proposed Project has been updated to include the Current Project, future analysis extended by three years to 2021 with an additional 6% ambient traffic growth, future analysis supplemented with additional and updated related projects, and updated lane configurations at Hazeltine Avenue and Westfield/ICON Driveway. The Current Project has lower trip generation than the Original Project with 896 fewer daily trips, 28 fewer AM Peak Hour trips and 70 fewer PM Peak Hour trips. Using LADOT approved CMA analysis as required in their August 2014 (and updated December 2016) Traffic Study Policies and Procedures indicates two intersections are identified as significant traffic impacts. Although the Current Project has been further reduced, these are the same conclusions as presented in the traffic analysis presented in the DEIR for alternative option 5. The following conclusions remain:

Significant traffic impacts occur at:

- Hazeltine Avenue and Riverside Drive during the AM & PM Peak Hour Existing + Project and Future With Project scenarios. The impacts are mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and dedication and widening the south side of Riverside Drive west of Hazeltine Avenue, implementation of a dedicated eastbound bike lane and eastbound right turn lane. Left turn phasing is proposed for all directions where it is not currently provided.
- Riverside Drive & Woodman Avenue during the AM Peak Hour Existing + Project scenario and during the AM & PM Peak Hour Future With Project Scenario. This impact is mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and movement of the eastbound bus stop from the south side of Riverside Drive west of Woodman Avenue to one of three potential locations for the bus stop relocation. 1) on the south side of Riverside Drive, west of Woodman Avenue between the two gas station driveways, 2) on the south side of Riverside Drive west of Woodman Avenue and west of the easterly gas station driveway, or 3) east of the current bus stop location between the two shopping center driveways located approximately 650 feet west of the current location creating a shared through/right turn lane not impeded by a stopped bus. This impact would remain significant and unavoidable if LADOT and Metro does not approve movement of the bus stop location. The intersection has been improved with permissive left turn phasing in the northbound direction and protective permissive phasing all other directions since the writing of the original traffic study. If requested by LADOT, any protective permissive phasing will be converted to protective only.

Further details of the mitigation improvements proposed is presented in the DEIR.

The supplemental analysis at the fourteen study intersections in the Project area indicates no changes to the significant impact conclusions in the DEIR.

ICON Mixed-Use March 2019

ATTACHMENT A

Current Project Trip Generation Summary

ICON Mixed-Use March 2019

ITE		Daily	Al	/I Peak I	Hour	PN	l Peak l	lour
Code	<u>Description</u>	<u>Traffic</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
220	Apartments	6.65	20%	80%	0.51	65%	35%	0.62
710	Office	11.03	88%	12%	1.56	17%	83%	1.49
820	Shopping Center	42.70	62%	38%	0.96	48%	52%	3.71
850	Grocery Store	102.24	62%	38%	3.40	51%	49%	9.48
932	Highturnover Restaurant	127.15	55%	45%	10.81	60%	40%	9.85

ITE	PROJECT TRIPS		Daily	Al	M Peak I	Hour	PN	l Peak l	lour
Code	<u>Description</u>	Size	<u>Traffic</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
	Residential								
220	Apartments	249 units	1,656	25	102	127	100	54	154
	Commercial								
932	Restaurant	10,540 sf	1,340	63	51	114	62	42	104
	Internal	10%	-134	-6	-5	-11	-6	-4	-10
	Pass-By	20%	<u>-241</u>	<u>-11</u>	<u>-10</u>	<u>-21</u>	<u>-11</u>	<u>-8</u>	<u>-19</u>
	Subtotal Restaurant		965	46	36	82	45	30	75
820	Retail	1,895 sf	81	1	1	2	3	4	7
	Internal	10%	-8	0	0	0	0		-1
	Pass-By	10%	<u>-7</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u> 3	<u>0</u>
	Subtotal Retail		66	1	1	2	3	3	6
850	Grocery Store	15,035 sf	1,537	32	19	51	73	70	143
	Internal	10%	-154	-3	-2	-5	-7	-7	-14
	Pass-By	40%	<u>-553</u>	<u>-11</u>	<u>-7</u>	<u>-18</u>	<u>-26</u>	<u>-25</u>	<u>-51</u>
	Subtotal Grocery		830	18	10	28	40	38	78
	Subtotal All Commercial	27,470 sf	1,861	65	47	112	88	71	159
	NET NEW TRIPS TOTAL		3,516	90	149	239	188	125	313

ATTACHMENT B

Related Project Details

					AM	AM Peak Hour	ını	A	PM Peak Hour	ur
2	Location		Description	Daily	 드	Out	Total	 드	Out	Total
-	5800 Fulton Av	<u> </u>	LA Valley College Expansion	5,700	441	97	538	212	120	332
7	14121 Ventura Bl	88 units Ap 6,000 sf Re 3,500 sf Fa (7,000) sf De	Apartment Retail Fast Food without Drive Through Demolish	516 239 <u>1,253</u> 2,008	7 4 4 <u>6</u> 57	32 31 66	39 7 77 123	31 6 61	15 8 <u>23</u> 46	46 14 47 107
က	15365 Magnolia Bl	225 student Er	Emek Hebrew Academy Expansion	604	114	93	207	41	54	92
4	4805 N Sepulveda BI (II Villaggio)	325 units Ap 52,000 sf Re	Apartment Retail	2,161 <u>2,220</u>	24 31	119 19	143 <u>50</u>	113 <u>93</u>	56 100	169 193
2	15222 Ventura BI (complete-not occupied at time of counts)	50 units Co 4,590 sf Re	Condominium Retail	291 196	4 හl	18	22	7 8	o ol	26 17
9	14006 Riverside Dr	220,000 sf Fa	Fashion Square Expansion	2,855	58	37	92	229	247	476
7	3900 Stansbury Av	80 student Bu	Buckley School Expansion	329	42	33	75	22	25	47
∞	15729 Ventura BI	259 student Va	Valley Beth Shalom Expansion	1,000	72	63	135	63	48	101
6	5700 N Sepulveda Bl	131 units Ap 8,600 sf Re	Apartments Retail	871 367	13	54 ⊗	67 8	53 15	28 17	81 32
10	10 14049 Ventura Bl	27,389 sf Su	Supermarket Expansion	1,875	54	35	68	146	140	286
7	14708 Ventura Bl	6,880 sf Re	Restaurant	975	33	22	55	48	42	06
13 2	15315 Dickens St 13401 Riverside Drive*	10,000 sf Cc CP 141 units Ap	Coffee Shop Chase Knolls Apartments	1,300	09	92	120	70	30	120
4	14 14311 Ventura Bl	22,000 sf Re 5,000 sf Re 5,000 sf Ot	Retail Restaurant Office	939 636 55	13 30 7	8 7 -	27 24 8	30	42 20 6	82 49 7
		sĮ	Demolish Car Wash, Care Care, Fast Food, & Retail	-3197	(115)	(67)	(182)	(293)	(276)	(699)
		42,000 sf Gr	Grocery Store	4,294	80	24	143	203	195	398
							=			

ATTACHMENT C

CONCEPTUALLY APPROVED STRIPING PLAN

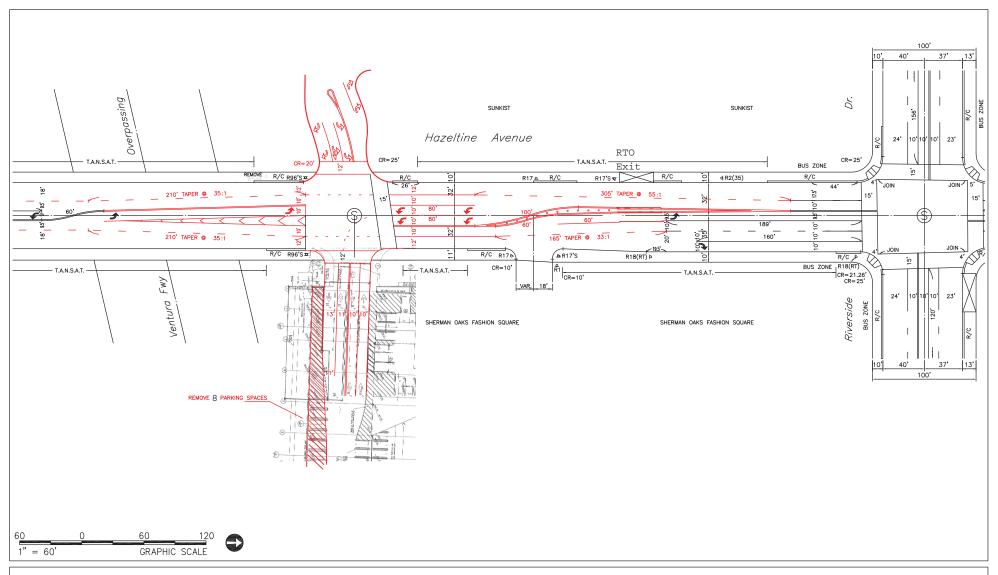
HAZELTINE AVENUE SOUTH OF RIVERSIDE DRIVE

&

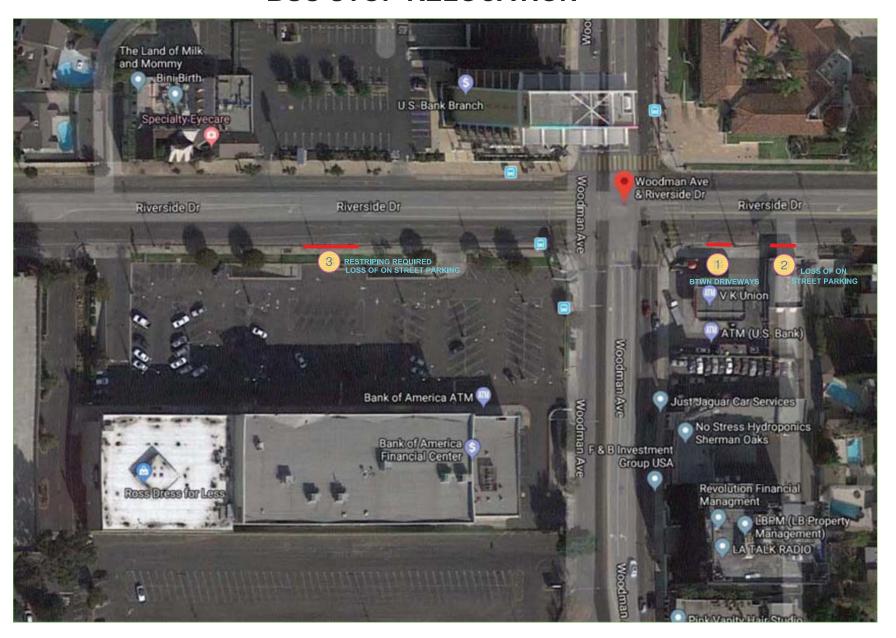
CONCEPTUAL PLAN

BUS STOP RELOCATION ON RIVERSIDE DRIVE AT WOODMAN AVENUE





BUS STOP RELOCATION



RIVERSIDE DRIVE AT WOODMAN AVENUE

ATTACHMENT D

CMA Worksheets



(Circular 212 Method)



I/S #:	North-South Street:	VAN NU	YS BOULEV	ARD		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
1			LIA BOULE\	/ARD		Proje	ction Year			Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
		Phases			2			2				2				2				2
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				2			2				2				2				2
	Override C	Capacity	EVICTI	NG CONDIT		EVICTI	NG PLUS PI	0	FUTUR	E CONDITI	ON W/O PR	0	FUTUE	RE CONDIT	ION W/ DD	OJECT	FUTUR	W/ PROJE	CT W/ MIT	
	MOVEMENT		EXISTI	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		91	1	91	0	91	91	7	109	1	109	0	109	1	109	0	109	1	109
	← Left-Through		005	0			0.1.1	507	47	1000	0	500		4075	0	504		4074	0	504
BO	↑ Through ↑ Through-Right		905	1 1	503	9	914	507	47	1066	1 1	590	9	1075	1	594	-1	1074	1	594
NORTHBOUND	→ Right		100	0	100	0	100	100	0	113	0	113	0	113	0	113	0	113	0	113
Ř	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	└ Left		132	1	132	0	132	132	2	151	1	151	0	151	1	151	0	151	1	151
N N	Left-Through		102	0	102	O O	102	102	_	101	0	101		101	0	101		101	0	101
000	Through		1169	1	641	6	1175	644	32	1348	1	737	6	1354	1	740	-1	1354	1	740
▮≝∣	→ Through-Right → Right		112	1 0	112	0	112	112	0	126	1 0	126	0	126	1 0	126	0	126	1 0	126
SOUTHBOUND	Left-Through-Right		112	0	112	U	112	112	U	120	0	120	U	120	0	120		120	0	120
S	↓ Left-Right			0							0				0				0	
	Left		77	1	77	0	77	77	4	91	1	91	0	91	1	91	0	91	1	91
9	→ Left-Through		11	0	"	U	7.7	77	4	91	0	91	U	91	0	91		91	0	91
	→ Through		860	1	493	2	862	496	38	1006	1	574	2	1008	1	577	0	1008	1	577
l B	→ Through-Right		405	1	405	_	400	400		444	1		_	4.40	1	4.40		445	1	445
EASTBOUND	→ Right → Left-Through-Right		125	0 0	125	5	130	130	0	141	0 0	141	5	146	0	146	-1	145	0	145
"	∠ Left-Right			0							0				0				0	
			404	4	104		404	404		447	1	44=		447	4	44-		447	1	44=
9			104	1 0	104	0	104	104	0	117	1 0	117	0	117	1 0	117	0	117	1 0	117
WESTBOUND	← Through		948	1	522	10	958	527	19	1087	1	598	10	1097	1	603	-1	1096	1	603
1B(Through-Right			1							1		_		1				1	
/ES	Right Left-Through-Right		95	0 0	95	0	95	95	2	109	0 0	109	0	109	0	109	0	109	0	109
>	Left-Right			0							0				0				0	
				th-South:	732		rth-South:	735			th-South:	846			th-South:	849			th-South:	849
	CRITICAL VO	DLUMES	Ea	ast-West: SUM:	599 1331	E	ast-West: SUM:	604 1339		E	ast-West: SUM:	691 1537		E	ast-West: SUM:	694 1543		E	ast-West: SUM:	694 1543
	VOLUME/CAPACITY (V/C)	RATIO:		SUIVI:	0.887		SUIVI:	0.893			SUIVI:	1.025			SUNI:	1.029			SUIVI:	1.029
V/C	C LESS ATSAC/ATCS ADJUS				0.007			0.693 0.793				0.925				0.929				0.929
"					0.767 C			0.793 C				0.925 E				0.929 E				0.929 E
<u> </u>	LEVEL OF SERVICE (LOS): REMARKS: Supllemental Analys				- C			U	<u> </u>				l							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.004 $\Delta v/c$ after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	VAN NUY	'S BOULEV	ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
1	East-West Street:	MAGNOL	IA BOULE	/ARD		Proje	ction Year	2021		Pea	ak Hour:	PM		wed by:			Project:	ICON	I MU	
Ор	No. of posed Ø'ing: N/S-1, E/W-2 or E	Phases Both-3?			2			2				2				2				2 0
Right	Turns: FREE-1, NRTOR-2 or 0	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A	TCS-2?	LB 0	WD	2		O VVI	2		U	VVD	2		U	VVD	2		U	VVD	2
	Override C	apacity			0			0				0				0				0
		-	EXISTI	NG CONDI			NG PLUS P				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		134	1	134	0	134	134	5	156	1	156	0	156	1	156	0	156	1	156
Q.	← Left-Through		101	0			101	101		100	0	100		100	0	100		100	0	100
NORTHBOUND	Through		1356	1	757	7	1363	760	68	1595	1	886	7	1602	1	890	-1	1601	1	889
里	Through-Right		4.57	1	4	•	4.5-7	457	•	477	1	477		477	1	477		477	1	477
L L			157	0 0	157	0	157	157	0	177	0	177	0	177	0	177	0	177	0	177
ž	Left-Right			0							0				0				0	
₽	→ Left		80	1 0	80	0	80	80	0	90	1	90	0	90	1	90	0	90	1 0	90
SOUTHBOUND			945	U 1	530	11	956	536	64	1128	0 1	629	11	1139	1	635	-1	1138	1	634
單	→ Through-Right		040	1	000		300	000	04	1120	1	020		1100	1	000	· '	1100	1	004
5	Right		115	0	115	0	115	115	0	130	0	130	0	130	0	130	0	130	0	130
SO	← Left-Through-Right			0 0							0				0				0	
	Leit-Rigit			U							U				U				U	
	Left		110	1	110	0	110	110	5	129	1	129	0	129	1	129	0	129	1	129
2	→ Left-Through		004	0		•	000	=	0.5	4440	0	0.40		4440	0	0.40		4440	0	0.40
301	→ Through → Through-Right		984	1 1	555	6	990	562	35	1143	1 1	643	6	1149	1	649	-1	1149	1	649
EASTBOUND	Right		126	0	126	7	133	133	0	142	0	142	7	149	0	149	-1	148	0	148
E	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right			0							0				0				0	
	√ Left	I	84	1	84	0	84	84	0	95	1	95	0	95	1	95	0	95	1	95
WESTBOUND				0							0				0				0	
l oc	← Through ← Through-Right		769	1 1	428	9	778	433	31	897	1	498	9	906	1	503	-1	905	1	502
STE	Right		87	0	87	0	87	87	1	99	0	99	0	99	0	99	0	99	0	99
×	Left-Through-Right		· ·	0			0,				0	- 53			0	- 55			0	- 55
	├─ Left-Right			0	607	• •		0.40			0	670			0	000			0	670
	CRITICAL VO	LUMES		th-South: ast-West:	837 639		rth-South: East-West:	840 646			th-South: ast-West:	976 738			th-South: ast-West:	980 744			th-South: ast-West:	979 744
	ORTHOAL VO		E	SUM:	1476	'	SUM:	1486		E	SUM:	1714		L	SUM:			E	SUM:	1723
	VOLUME/CAPACITY (V/C)	RATIO:			0.984			0.991				1.143				1.149				1.149
V/0	C LESS ATSAC/ATCS ADJUST	TMENT:			0.884			0.891				1.043				1.049				1.049
	LEVEL OF SERVICE	(LOS):			D			D				F				F				F
I *	REM	IARKS:	Supllemental /	Analysis		•			•				•				•			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.006 $\Delta v/c$ after mitigation: 0.006 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: VA	AN NUYS E	BOULEVA	ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
2		IVERSIDE	DRIVE			Proje	ction Year			Pea	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
Орр	No. of Ph posed Ø'ing: N/S-1, E/W-2 or Bo				2			2				2				2 0				2 0
Right	Turns: FREE-1, NRTOR-2 or OL	-A-3? NB		SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATC		3 0	WB	2	EB	U VVE	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Override Cap	oacity			0			0				0				0				0
	MOVEMENT		EXISTIN	IG CONDIT			NG PLUS PI				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT	v	/olume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through ↑ Through		1031	0 2	516	0	1031	516	47	1208	0 2	604	0	1208	0 2	604	0	1208	0 2	604
<u>8</u>	↑ Through-Right		1031	1	310	U	1031	310	47	1200	1	004	0	1200	1	004	0	1200	1	004
R	→ Right		612	0	477	21	633	488	10	699	0	544	21	720	0	556	-2	718	0	555
일	← Left-Through-Right			0							0				0				0	
I				0							0				0				0	
	→ Left		170	1	170	8	178	178	7	198	1	198	8	206	1	206	-1	206	1	206
	→ Left-Through		4000	0 3	400	0	4000	400	00	4444	0	474	0	4444	0 3	474	0	4444	0 3	474
8			1226	0	409	0	1226	409	33	1414	3 0	471	0	1414	0	471	0	1414	0	471
SOUTHBOUND	ر Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOI	Left-Through-Right			0 0							0 0				0				0	
l l	→ Left-Right			U							U				U				U	
	ر Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Left-Through→ Through		0	0 0	٥	0	0	0	0	0	0 0	٥	0	0	0	0	0	0	0	0
801	→ Through Through-Right		0	0	0	0	0	0	0	0	0	0	U	0	0	0	0	U	0	0
EASTBOUND	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D D	★ Left-Through-Right ★ Left-Right			0 0							0 0				0				0	
	- Leπ-Right			U							U				U				U	
	√ Left		492	2	271	36	528	290	9	563	2	310	36	599	2	329	-4	595	2	327
WESTBOUND			0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
99	Through-Right		v	0	J	J	J	U	J	U	0	U		U	0	0		J	0	U
EST	Right		189	1	104	7	196	107	7	220	1	121	7	227	1	124	-1	226	1	123
≷	Left-Through-Right Left-Right			0							0 0				0				0	
	, Lott ragift		Norti	h-South:	686	No	rth-South:	694		Nor	th-South:	802		Nort	th-South:	810		Nor	th-South:	810
	CRITICAL VOLU	JMES	Ea	st-West:	271	E	ast-West:	290		E	ast-West:	310		Ea	ast-West:	329		E	ast-West:	327
	VOLUME/CAPACITY (V/C) RA	ATIO:		SUM:	957		SUM:	984			SUM:	1112			SUM:	1139			SUM:	1137
1//0	C LESS ATSAC/ATCS ADJUSTM				0.638			0.656				0.741				0.759				0.758
V/C					0.538			0.556				0.641 B				0.659 B				0.658 B
	LEVEL OF SERVICE (LOS): REMARKS: Suppleme			A l i .	Α			Α				В				Б	<u> </u>			В

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.018 $\Delta v/c$ after mitigation: 0.017 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	VAN NU	YS BOULEV	'ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019	1
2	East-West Street:	RIVERS	DE DRIVE			Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
1	oposed Ø'ing: N/S-1, E/W-2 o t Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC-	or OLA-3?	NB 0 EB 0	SB WB	2 0 0 0 2	NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Overnac	Cupacity	EXISTI	NG CONDI	_	EXIST	ING PLUS P		FUTUR	E CONDITION	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURI	W/ PROJE	CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		0 1462 495	0 0 2 1 0 0	6 52 495	0 0 44	0 1462 539	6 67 539	0 34 27	0 1680 584	0 0 2 1 0 0	7 55 584	0 0 44	0 1680 628	0 0 2 1 0 0	7 69 628	0 0 -4	0 1680 624	0 0 2 1 0 0	7 68 624
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		134 1168 0	1 0 3 0 0 0	134 389 0	15 0 0	149 1168 0	149 389 0	26 38 0	177 1353 0	1 0 3 0 0 0	177 451 0	15 0 0	192 1353 0	1 0 3 0 0 0	192 451 0	-2 0 0	190 1353 0	1 0 3 0 0 0	190 451 0
EASTBOUND	☐ ☐ Left ☐ Left-Through ☐ Through ☐ Through-Right ☐ Right ☐ Left-Through-Right ☐ Left-Right		0 0	0 0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0 0	0 0 0
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Right ← Left-Through-Right ← Left-Right		559 0 267	2 0 0 0 1 0	307 0 200	29 0 4	588 0 271	323 0 197	24 0 30	654 0 331	2 0 0 0 1 0	360 0 243	29 0 4	683 0 335	2 0 0 0 1 0	376 0 239	-3 0 0	680 0 334	2 0 0 0 1 0	374 0 239
	CRITICAL V			th-South: ast-West: SUM:	786 307 1093		rth-South: East-West: SUM:	816 323 1139			th-South: ast-West: SUM:	932 360 1292			th-South: ast-West: SUM:	961 376 1337			th-South: ast-West: SUM:	958 374 1332
V/	VOLUME/CAPACITY (V/C C LESS ATSAC/ATCS ADJU LEVEL OF SERVIC	STMENT: CE (LOS):	Supplemental		0.729 0.629 B			0.759 0.659 B				0.861 0.761 C				0.891 0.791 C				0.888 0.788 C

2

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.030 $\triangle v/c$ after mitigation: 0.027 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: V	AN NUY	S BOULEV	ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
3	East-West Street: N	IB 101 F	WY RAMPS	;			ction Year			Pe	ak Hour:	AM		wed by:				ICON	MU	
Op	No. of P posed Ø'ing: N/S-1, E/W-2 or Bo	oth-3?			3			3 0			ı	3 0				3				3
Right	Turns: FREE-1, NRTOR-2 or O		NB 0 EB 0	SB WB	0	NB EB	0 SE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+AT	CS-2?		2	2 0		0 111	2 0		J	2	2 0		· ·	,,,,	2 0			2	2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
₽			353	2	194	0	353	194	15	413	2 0	227	0	413	2 0	227	0	413	2 0	227
NORTHBOUND	↑ Through ↑ Through-Right		1275	3	425	21	1296	432	50	1486	3 0	495	21	1507	3	502	-2	1505	3	502
NORTH	→ Right→ Left-Through-Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
	→ Left-Right			0							0				0				0	
QN	└→ Left ├→ Left-Through	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30.	Through		947	2	429	16	963	438	34	1100	2	492	16	1116	2	501	-2	1115	2	500
품	← Through-Right → Right		769	1	0	20	789	0	0	866	1 1	0	20	886	1 1	0	-2	884	1	0
SOUTHBOUND	 ↓ Left-Through-Right ↓ Left-Right 		700	0	ŭ	20	700	ŭ		000	0	ŭ	20	000	0	J		301	0	ŭ
	ے Left	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N N	→ Left-Through			0		0	0	•	0	0	0		0	0	0			0	0	
BOL	→ Through → Through-Right		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
EASTBOUND	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ę	★ Left-Through-Right ★ Left-Right			0							0 0				0				0	
	*				3							=								
₽	✓ Left ✓ Left-Through		236	1 0	202	0	236	202	0	266	1 0	230	0	266	1	230	0	266	1 0	230
Š	← Through		4	0	202	0	4	202	0	5	0	230	0	5	0	230	0	5	0	230
TB(Through-Right		266	0 1	0		260	0	7	410	0 1	0	0	410	0	0		410	0	0
WESTBOUND	Right Left-Through-Right		366	1	U	0	366	0	/	419	1	U	0	419	1	0	0	419	1	0
			Nort	0 th-South:	623	No.	rth-South:	632		Nor	0 th-South:	719		Nor	0 th-South:	728	 	Nor	0 th-South:	727
	CRITICAL VOL	.UMES		ast-West: SUM:	202 825		East-West: SUM:	202 834			ast-West: SUM:	230 949			ast-West: SUM:	230			ast-West: SUM:	230 957
	VOLUME/CAPACITY (V/C) R	RATIO:			0.579			0.585				0.666				0.672				0.672
V/C	LESS ATSAC/ATCS ADJUSTN	MENT:			0.479			0.485				0.566				0.572				0.572
	LEVEL OF SERVICE ((LOS):			Α			Α				Α				Α				Α
	BEMA	ARKS:	SUPPLEMENT	TAL ANIALN	/CIC															

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.006 ∆v/c after mitigation: 0.006 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: VAN	NUYS BOULE	/ARD		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
3	East-West Street: NB	01 FWY RAMP	S		Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
Ор	No. of Phas posed Ø'ing: N/S-1, E/W-2 or Both			3			3				3 0				3 0		-		3 0
Right	Turns: FREE-1, NRTOR-2 or OLA	3? NB 0 EB 0	SB	0	NB	0 SE		NB	0	SB	0	NB EB	0	SB	0	NB EB	0	SB	0
	ATSAC-1 or ATSAC+ATCS		WB	2	EB	0 W	2	EB	U	WB	2	EB	U	WB	2	EB	U	WB	2
	Override Capac			0			0				0				0				0
	MOVEMENT	EXIST	ING CONDI			ING PLUS P				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left	517	2	284	0	517	284	28	610	2	336	0	610	2	336	0	610	2	336
NORTHBOUND	← Left-Through		0							0				0				0	
108	↑ Through	1681	3	560	44	1725	575	78	1971	3	657	44	2015	3 0	672	-4	2011	3	670
王	Through-Right Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
l S	← Left-Through-Right		0	ŭ		Ü	Ŭ	Ü	Ü	0	Ŭ		Ü	0	ŭ		Ü	0	Ŭ
	← Left-Right		0							0				0				0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Left-Through	O O	0	U		U	0	U	U	0	U	U	U	0	U		U	0	U
l log	Through	1051	2	427	14	1065	434	77	1261	2	500	14	1275	2	507	-1	1273	2	506
≝	← Through-Right → Right	655	1	0	15	670	0	0	738	1 1	0	15	753	1	0	-2	751	1	0
SOUTHBOUND	Left-Through-Right	033	0	U	15	070	0	U	730	0	U	13	755	0	U		751	0	U
တ	↓ Left-Right		0							0				0				0	
	_ J Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	→ Left-Through	O O	0	U		U	U	U	U	0	U	U	U	0	U		U	0	U
l io	→ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ΪĒ	→ Through-Right → Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left-Through-Right	O O	0	U		U	U	U	U	0	U	U	U	0	U		U	0	U
	-		0							0				0				0	
	√ Left	234	1	167	0	234	167	0	264	1	190	0	264	1	190	0	264	1	190
ND	Left-Through	204	0	101		204	107		204	0	100		204	0	100		207	0	100
WESTBOUND	← Through ← Through-Right	3	0	167	0	3	167	0	3	0	190	0	3	0	190	0	3	0	190
STB	Through-Right Right	265	0 1	0	0	265	0	5	303	0 1	0	0	303	0 1	0	0	303	0 1	0
WE	Left-Through-Right	200	1	Ü		200	U		505	1	U		303	1			303	1	0
	├─ Left-Right		0	74.	ļ		710			0	200			0	0.16			0	0.16
	CRITICAL VOLUM		rth-South: ast-West:	711 167		rth-South: East-West:	718 167			th-South: ast-West:	836 190			th-South: ast-West:	843 190			th-South: ast-West:	842 190
	ORTHORE VOLUM		SUM:	878	L '	SUM:	885			SUM:	1026			SUM:				SUM:	1032
	VOLUME/CAPACITY (V/C) RAT	0:		0.616			0.621				0.720				0.725				0.724
V/C	C LESS ATSAC/ATCS ADJUSTME	IT:		0.516			0.521				0.620				0.625				0.624
	LEVEL OF SERVICE (LO	S):		Α			Α				В				В				В
	REMARK	S: SUPPLEMEN	ITAL ANALY	YSIS															

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.005 $\Delta v/c$ after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: VAN	NUYS BOULE	/ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
4	East-West Street: SB 1	1 FWY RAMP	S			ction Year			Pe	ak Hour:	AM		wed by:			Project:	TOOL	MU	
	No. of Phas posed Ø'ing: N/S-1, E/W-2 or Both- Turns: FREE-1, NRTOR-2 or OLA-3	? NP 2	SB WB	3 0 0 0	NB EB	2 SE 0 W		NB EB	2	SB WB	3 0 0 0	NB EB	2 0	SB WB	3 0 0 0	NB EB	2	SB WB	3 0 0
	ATSAC-1 or ATSAC+ATCS-2 Override Capaci			2 0			2 0				2				2			'	2
		EXIST	ING CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right	662	0 0 3 1	0 203	10	0 672	206	56	802	1 0 3 1	0 243	10	812	1 0 3 1	0 245	-1	0 811	1 0 3 1	0 245
NORT	Right Left-Through-Right Left-Right	150	0 0 0	150	0	150	150	0	169	0 0 0	169	0	169	0 0 0	169	0	169	0 0 0	169
SOUTHBOUND	└ Left	300 1060 0	1 0 2 0 0 0	300 530 0	0 16 0	300 1076 0	300 538 0	4 30 0	342 1224 0	1 0 2 0 0 0	342 612 0	0 16 0	342 1240 0	1 0 2 0 0 0	342 620 0	0 -2 0	342 1238 0	1 0 2 0 0 0	342 619 0
EASTBOUND		785 5 623	1 0 0 0 0 1 1 1 1 0 0 0 1 1 1 0 0 1 1 1 0 0 1 1 1 1 0 0 1	471 471 0	10 0 0	795 5 623	474 474 0	6 0 18	890 6 720	1 0 0 0 1 1	539 539 0	10 0 0	900 6 720	1 0 0 0 1 1 1	542 542 0	-1 0 0	899 6 720	1 0 0 0 1 1	542 542 0
WESTBOUND	✓ Left ✓ Left-Through ← Through-Right ← Right ✓ Left-Through-Right ✓ Left-Right	0 0		0 0	0 0	0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0
	CRITICAL VOLUME	S E	rth-South: ast-West: SUM:			rth-South: East-West: SUM:	538 474 1012			th-South: ast-West: SUM:				th-South: ast-West: SUM:				th-South: ast-West: SUM:	619 542 1161
V/C	VOLUME/CAPACITY (V/C) RATI C LESS ATSAC/ATCS ADJUSTMEN LEVEL OF SERVICE (LOS	г:		0.702 0.602 B			0.710 0.610 B				0.808 0.708 C				0.815 0.715 C				0.815 0.715 C
<u> </u>	LEVEL OF SERVICE (LOS): REMARKS: SUPPLEMENTAL ANALYSIS						0	<u> </u>				<u> </u>							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.007 $\Delta v/c$ after mitigation: 0.007 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	VAN NU	YS BOULEV	'ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
4	East-West Street:	SB 101 F	WY RAMPS	6		Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 o t Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC-	or OLA-3?	NB 2 EB 0	SB WB	3 0 0 0 2	NB EB	2 SE 0 W		NB EB	2	SB WB	3 0 0 0 2	NB EB	2 0	SB WB	3 0 0 0 2	NB EB	2 0	SB WB	3 0 0 0 2
	Overnac	Cupucity	EXISTI	NG CONDI	_	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITION	ON W/O PR	ROJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURI	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		0 1439 299	0 0 3 1 0 0	4 35 299	0 21 0	0 1460 299	0 440 299	0 72 0	0 1693 337	1 0 3 1 0 0	508 337	0 21 0	0 1714 337	1 0 3 1 0 0	513 337	0 -2 0	0 1711 337	1 0 3 1 0 0	0 512 337
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		278 995 0	1 0 2 0 0 0	278 498 0	0 14 0	278 1009 0	278 505 0	25 52 0	338 1173 0	1 0 2 0 0 0	338 587 0	0 14 0	338 1187 0	1 0 2 0 0 0	338 594 0	0 -1 0	338 1185 0	1 0 2 0 0 0	338 593 0
EASTBOUND	☐ ☐ Left ☐ Left-Through ☐ Through ☐ Through-Right ☐ Right ☐ Left-Through-Right ☐ Left-Right		760 9 562	1 0 0 0 1 1 1	444 444 0	24 0 0	784 9 562	452 452 0	23 0 30	879 10 663	1 0 0 0 1 1 1	517 517 0	24 0 0	903 10 663	1 0 0 0 1 1 0	525 525 0	-2 0 0	900 10 663	1 0 0 0 1 1 1	524 524 0
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		0 0 0	0 0 0 0 0	0 0	0 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0
	CRITICAL V			th-South: ast-West: SUM:	713 444 1157		rth-South: East-West: SUM:	718 452 1170			th-South: ast-West: SUM:	846 517 1363			th-South: ast-West: SUM:	851 525 1376			th-South: ast-West: SUM:	850 524 1374
V/	VOLUME/CAPACITY (V/C C LESS ATSAC/ATCS ADJU LEVEL OF SERVI	STMENT:			0.812 0.712 C			0.821 0.721 C				0.956 0.856 D				0.966 0.866 D				0.964 0.864 D

2

REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.010 $\Delta v/c$ after mitigation: 0.008 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
5	East-West Street:	MAGNO	LIA BOULE	VARD		Proje	ction Year	2021		Pea	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
1	posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC-	or OLA-3?	NB 0 EB 0	SB WB	2 0 0 0 2	NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Override	Сарасну	EXISTI	NG CONDI		EXIST	ING PLUS P		FUTUR	E CONDITI	ON W/O PR		FUTUI	RE CONDIT	ION W/ PR		FUTURI	W/ PROJE	CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Cleft-Through-Right Left-Right		91 363 56	1 0 1 1 0 0	91 210 56	10 15 12	101 378 68	101 223 68	1 42 0	103 451 63	1 0 1 1 0 0	257 63	10 15 12	113 466 75	1 0 1 1 0 0	113 271 75	-1 -2 -1	112 464 74	1 0 1 1 0 0	112 269 74
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		97 909 83	1 0 1 1 0 0	97 496 83	0 9 0	97 918 83	97 501 83	0 40 0	109 1064 93	1 0 1 1 0 0	109 579 93	9	109 1073 93	1 0 1 1 0 0	109 583 93	0 -1 0	109 1072 93	1 0 1 1 0 0	109 583 93
EASTBOUND	→ Left → Left-Through → Through		55 799 256	1 0 1 1 0 0	55 528 256	0 0 2	55 799 258	55 529 258	0 33 1	62 933 289	1 0 1 1 0 0	62 611 289	0 0 2	62 933 291	1 0 1 1 0 0	62 612 291	0 0	62 933 291	1 0 1 1 0 0	62 612 291
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		147 826 97	1 0 1 1 0 0	147 462 97	6 0	153 826 97	153 462 97	0 14 1	166 944 110	1 0 1 1 0 0	166 527 110	6 0	172 944 110	1 0 1 1 0 0	172 527 110	-1 0 0	171 944 110	1 0 1 1 0 0	171 527 110
	CRITICAL V			th-South: ast-West: SUM:	587 675 1262		rth-South: East-West: SUM:	602 682 1284			th-South: ast-West: SUM:	682 777 1459			th-South: ast-West: SUM:	696 784 1480			th-South: ast-West: SUM:	695 783 1478
V/0	VOLUME/CAPACITY (V/C C LESS ATSAC/ATCS ADJU LEVEL OF SERVIO	STMENT: CE (LOS):	Supplemental		0.841 0.741 C			0.856 0.756 C				0.973 0.873 D				0.987 0.887 D				0.985 0.885 D

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.014 $\Delta v/c$ after mitigation: 0.012 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
5	East-West Street:	No. of Phases ing: N/S-1, E/W-2 or Both-3? REF-1 NRTOR-2 or OLA-32 NB 0 Si				Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
					2			2				2				2				2
1			NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				2			2				2				2				2
	Override	Capacity	EVICTI	NG CONDIT	<u>0</u>	EVICT	NG PLUS PI	0	FUTUR	E CONDITI	ON W/O PR	0	FUTUE	RE CONDIT	ION W/ DD	OJECT	FUTUR	W/ PROJE	CT W/ MIT	
	MOVEMENT		LAISTI	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
0	Left		157	1	157	9	166	166	13	190	1	190	9	199	1	199	-1	198	1	198
	← Left-Through		901	0 1	500	12	913	-47	87	1102	0 1	044	12	1114	0	004	-1	1112	0	000
<u>B</u> 0	↑ Through ↑ Through-Right		901	1	506	12	913	517	07	1102	1	614	12	1114	1	624	-1	1112	1	623
NORTHBOUND	Right		111	0	111	9	120	120	0	125	0	125	9	134	0	134	-1	133	0	133
Š	Left-Through-Right			0							0				0				0	
	← Left-Right		I	0							0				0				0	
	. Left		49	1	49	0	49	49	1	56	1	56	0	56	1	56	0	56	1	56
N N	→ Left-Through			0							0				0				0	
301	Through		589	1	338	19	608	348	85	748	1	423	19	767	1	433	-2	765	1	432
l ₹	→ Through-Right → Right		87	0	87	0	87	87	0	98	0	98	0	98	0	98	0	98	0	98
SOUTHBOUND	Left-Through-Right			0	01	Ŭ	01	0,	Ü	00	0	00		00	0	00		00	0	00
S	↓ Left-Right			0							0				0				0	
	_ J Left		107	1	107	0	107	107	0	120	1	120	0	120	1	120	0	120	1	120
9	→ Left-Through		107	0	107		107	107		120	0	120		120	0	120		120	0	120
l lo	→ Through		942	1	553	0	942	556	23	1084	1	640	0	1084	1	643	0	1084	1	642
EASTBOUND	→ Through-Right → Right		163	1 0	163	6	169	169	11	195	1 0	195	6	201	1 0	201	-1	200	1 0	200
EAS	Left-Through-Right		103	0	103	0	109	109	11	190	0	195	0	201	0	201	-1	200	0	200
	-			0							0				0				0	
	√ Left		91	1	91	14	105	105	0	102	1	102	14	116	1	116	-1	115	1	115
9	₩ Left-Through		31	0	31	14	100	103	0	102	0	102	17	110	0	110	-1	113	0	113
l no	← Through		698	1	376	0	698	376	17	803	1	432	0	803	1	432	0	803	1	432
E I	← Through-Right ← Right		53	1 0	53	0	53	53	1	61	1 0	61	0	61	1 0	61	0	61	1 0	61
WESTBOUND	Left-Through-Right		აა	0	55	U	აა	55	'	01	0	01	0	01	0	01		ΟI	0	01
>	├ Left-Right			0							0				0				0	
	CRITICAL V	OLUMES		th-South:	555 644		rth-South:	566 661			th-South:	670			th-South:	680 759			th-South:	679 757
	CRITICAL V	OLUMES	_ E	ast-West: SUM:	1199	'	ast-West: SUM:	1227		E	ast-West: SUM:	742 1412		E	ast-West: SUM:			E	ast-West: SUM:	1436
	VOLUME/CAPACITY (V/C) RATIO:			0.799		22	0.818				0.941				0.959				0.957
V/0	C LESS ATSAC/ATCS ADJUS				0.699			0.718				0.841				0.859				0.857
	LEVEL OF SERVICE	CE (LOS):			В			С				D				D				D
<u> </u>	DE	MADKE	Supplemental	Analysis									-			_				

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.018 $\Delta v/c$ after mitigation: 0.016 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELTI	NE AVENUE	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
6	East-West Street: F	RIVERSII	DE DRIVE				ction Year			Pe	ak Hour:	AM		wed by:				ICON		
	No. of F	Phases			2	_		2				2				2	-			2
Op	posed Ø'ing: N/S-1, E/W-2 or B	3oth-3?			0		0 0	0		•		0		•		0		•		0
Right	Turns: FREE-1, NRTOR-2 or C	DLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+AT	TCS-2?	LD	2	2		0 111	2			2	2			""	2			2	2
	Override Ca	apacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI			ING PLUS P				ON W/O PF			RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		67	1	67	23	90	90	0	67	1	67	23	90	1	90	-2	88	1	88
N	← Left-Through			0							0				0		_		0	
l go	Through		331	2	166	15	346	173	0	331	2	166	15	346	2	173	-2	345	2	172
NORTHBOUND	Through-Right		111	0 1	2	14	158	5	0	144	0 1	2	14	158	0	5	-1	157	0 1	5
OR.			144	0	2	14	130	5	U	144	0	2	14	100	0	5	-1	157	0	5
Z	Left-Right			0							0				0				0	
												=								
9	→ Left → Left-Through		296	1 0	296	0	296	296	0	296	1 0	296	0	296	1	296	0	296	1 0	296
l nc	Through		929	1	497	20	949	507	0	929	1	497	20	949	1	507	-2	947	1	506
SOUTHBOUND	← Through-Right			1							1				1				1	
TUC	Right		64	0	64	0	64	64	0	64	0 0	64	0	64	0	64	0	64	0	64
SC	Left-Right	eft-Through-Right (eft-Right (eft 27 1									0				0				0	
												=								
	J Left 1 Left Through		27	1	27	25	52	52	0	27	1	27	25	52	1	52	-3	50	1 0	50
N N			733	0 1	407	35	768	425	0	733	0 1	407	35	768	0 1	425	-4	765	2	382
EASTBOUND	→ Through-Right		700	1	-101	00	700	120		700	1		00	700	1	-120		700	0	002
4ST	Right		81	0	81	0	81	81	0	81	0	81	0	81	0	81	0	81	1	37
Ē	★ Left-Through-Right ★ Left-Right			0 0							0 0				0				0	
	1 1 Lott-ragin				1						- Č									
0	√ Left		284	1	284	22	306	306	0	284	1	284	22	306	1	306	-2	304	1	304
WESTBOUND			604	0 2	302	11	615	308	0	604	0 2	302	11	615	0 2	308	-1	614	0 2	307
B0	Through-Right		004	0	302	''	010	300		JU4	0	302	''	010	0	300		014	0	307
EST	Right		127	1	0	0	127	0	0	127	1	0	0	127	1	0	0	127	1	0
Š	Left-Through-Right Left-Right			0 0							0 0				0				0	
	↓ Leit-Ngiit	$\overline{}$	Nort	th-South:	564	No	rth-South:	597		Nor	th-South:	564		Nor	th-South:	597		Nor	th-South:	594
	CRITICAL VOL	LUMES		ast-West:	691	1	East-West:	731		E	ast-West:	691		E	ast-West:	731		E	ast-West:	686
	VOLUME (OADAOITY (1/10)	DATIO		SUM:			SUM:	1328			SUM:	1255			SUM:		 		SUM:	1280
	VOLUME/CAPACITY (V/C)				0.837			0.885				0.837				0.885				0.853
V/0	LESS ATSAC/ATCS ADJUST				0.737			0.785				0.737				0.785				0.753
	LEVEL OF SERVICE	, ,	Supplemental		С			С				С				С	EB RIGHT			С

Version: 1i Beta; 8/4/2011 EXISTING+ PROJECT ANALYSIS

e in v/c due to project: 0.048 \(\Delta v/c\) after mitigation: 0.016
Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
6	East-West Street:	RIVERSI	DE DRIVE			Proje	ction Year	2015		Pea	ak Hour:	PM		wed by:			Project:	ICON	MU	
		f Phases			2			2				2				2				2
Ор	posed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	SB	0	NB	0 SE	0 0	NB	0	0.0	0	N/D	0	SB	0		0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	зв WВ	0	NВ EВ	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	3В WВ	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			2			2				2				2				2
	Override (Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI			NG PLUS PI				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		188	1	188	24	212	212	0	188	1	188	24	212	1	212	-2	210	1	210
Q.	← Left-Through			0	.00					.00	0				0		_		0	2.0
00	Through		849	2	425	13	862	431	0	849	2	425	13	862	2	431	-1	861	2	431
	Through-Right			0							0				0				0	
NORTHBOUND	Right		210	1	117	11	221	105	0	210	1	117	11	221	1	104	-1	220	1 0	105
¥	← Left-Through-Right ← Left-Right ↑ Left-Right			0 0							0				0				0	
	Lett-raght			Ū							U									
	→ Left		205	1	205	0	205	205	0	205	1	205	0	205	1	205	0	205	1	205
N S	Left-Through		500	0	0.40	45	0.1.1	070	•	500	0	0.40	45	044	0	070	_	0.40	0	000
80	↓ Through ← Through-Right		599	1 1	348	45	644	370	0	599	1	348	45	644	1	370	-5	640	1	368
E I	✓ Right		96	0	96	0	96	96	0	96	0	96	0	96	0	96	0	96	0	96
SOUTHBOUND	Left-Through-Right			0							0				0				0	
0,	↓ Left-Right			0							0				0				0	
	_ J Left		76	1	76	25	101	101	0	76	1	76	25	101	1	101	-3	99	1	98
₽	→ Left-Through		70	0	70	25	101	101	U	70	0	70	25	101	0	101	-5	33	0	30
l à	→ Through		523	1	313	36	559	331	0	523	1	313	36	559	1	331	-4	555	2	278
I BC	→ Through-Right			1					_		1				1				0	
EASTBOUND	→ Right → Left-Through-Right		102	0 0	102	0	102	102	0	102	0	102	0	102	0	102	0	102	1 0	0
ш ш				0							0				0				0	
	,				3															
	✓ Left		187	1	187	46	233	233	0	187	1	187	48	235	1	235	-5	230	1	230
WESTBOUND			665	0 2	333	21	686	343	0	665	0 2	333	21	686	0 2	343	-2	684	0	342
BO	Through-Right		000	0	333	21	000	343	U	000	0	333	21	000	0	343	-2	004	0	342
ST	Right		164	1	62	0	164	62	0	164	1	62	0	164	1	62	0	164	1	62
WE	Left-Through-Right			0							0				0				0	
			Man	0 th-South:	630	Al-	rth-South:	636		No.	0 th-South:	630		Non	0 th-South:	636		No.	0 th-South:	636
	CRITICAL VO	OLUMES		tn-Soutn: ast-West:	500		rtn-Soutn: East-West:	564			tn-Soutn: ast-West:	500			tn-Soutn: ast-West:	566			tn-Soutn: ast-West:	508
				SUM:	1130		SUM:	1200			SUM:	1130			SUM:				SUM:	1144
	VOLUME/CAPACITY (V/C)	RATIO:			0.753			0.800				0.753				0.801		<u>-</u>		0.763
V/C	C LESS ATSAC/ATCS ADJUS	STMENT:			0.653			0.700				0.653				0.701				0.663
	LEVEL OF SERVIC	E (LOS):			В			С				В				С				В
<u> </u>	REI	MARKS:	Supplemental	Analysis																

2

Version: 1i Beta; 8/4/2011 EXISTING+ PROJECT ANALYSIS

PROJECT IMPACT

Change in v/c due to project: 0.048 $\Delta v/c$ after mitigation: 0.010 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
6	East-West Street:	No. of Phases ng: N/S-1, E/W-2 or Both-3? REE-1 NRTOR-2 or OL A-32 NB 0 SB-					ction Year			Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
0					2			2				2				2				2
	•		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				2			2				2				2				2
	Override	Capacity	EVICTI	NG CONDI	0	EVICTI	NG PLUS PI	0	FUTUR	E CONDITI	ON W/O PR	0	FUTUE	RE CONDIT	ION W/ DD	0	FUTUR	W/ PROJE	CT M// BAIT	
	MOVEMENT		EXISTI	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		67	1	67	23	90	90	0	75	1	75	23	98	1	98	-2	96	1	96
	Left-Through		004	0	400	4.5	0.40	470	00	440	0	000	4.5	407	0	044		405	0	040
BO	↑ Through ↑ Through-Right		331	2 0	166	15	346	173	39	412	2 0	206	15	427	2	214	-2	425	2	213
NORTHBOUND	Right		144	1	2	14	158	5	0	162	1	0	14	176	1	0	-1	175	1	0
Ř	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	↓ Left		296	1	296	0	296	296	7	340	1	340	0	340	1	340	0	340	1	340
N N	Left-Through		200	0	200		200	200	,	040	0	040		040	0	040		040	0	040
] OS	Through		929	1	497	20	949	507	52	1098	1	585	20	1118	1	595	-2	1116	1	594
l ¤ l	← Through-Right → Right		64	1 0	64	0	64	64	0	72	1 0	72	0	72	1 0	72	0	72	1 0	72
SOUTHBOUND	Left-Through-Right		04	0	04	U	04	04	U	12	0	12	U	12	0	12	0	12	0	12
S	↓ Left-Right			0							0				0				0	
	Left		27	1	27	25	52	52	0	30	1	30	25	55	1	55	-3	53	1	53
9	→ Left-Through		21	0	21	25	52	52	U	30	0	30	25	55	0	55	-3	55	0	55
l fo	→ Through		733	1	407	35	768	425	41	866	1	492	35	901	1	509	-4	898	2	449
EASTBOUND	→ Through-Right		04	1 0	04	0	04	0.4	00	447	1 0	447	0	447	1 0	447		447	0 1	00
- Y	Right Left-Through-Right		81	0	81	U	81	81	26	117	0	117	0	117	0	117	0	117	0	69
	- Left-Right			0							0				0				0	
	√ Left		004	1	004	20	200	200	00	242	1	242	20	205	4	205	_	202	1	202
9	↓ Left Left-Through		284	0	284	22	306	306	23	343	0	343	22	365	0	365	-2	363	0	363
	← Through		604	2	302	11	615	308	8	688	2	344	11	699	2	350	-1	698	2	349
TB(Through-Right		107	0		_	407			4.47	0	_	_	4.47	0				0	
WESTBOUND	Right Left-Through-Right		127	1 0	0	0	127	0	4	147	1 0	0	0	147	1 0	0	0	147	1 0	0
>	Left-Right		<u> </u>	0							0				0		<u> </u>		0	
				th-South:	564		rth-South:	597			th-South:	660			th-South:	693			th-South:	690
	CRITICAL VO	OLUMES	Ea	ast-West: SUM:	691 1255		ast-West: SUM:	731 1328		E	ast-West: SUM:	835 1495		E	ast-West: SUM:			Ε	ast-West: SUM:	812 1502
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	0.837		SUM:	0.885			SUM:	0.997			SUM:	1.045			SUNI:	1.001
V/C	LESS ATSAC/ATCS ADJUS	•			0.037 0.737			0.665 0.785				0.997 0.897				0.945				0.901
	LEVEL OF SERVIC				0.737 C			0.765 C				0.697 D				0.945 E				0.901 E
<u> </u>		,	Supplemental	Analysis	- C	l		U	l			ע	<u> </u>				EB RIGHT			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.048 Significant impacted? YES $\Delta v/c$ after mitigation: 0.004 Fully mitigated? YES



(Circular 212 Method)



No. of Phases No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity EXISTING CONDITION EXISTING PLUS PROJECT FUTURE CONDITION W/PROJECT FUTURE COND	2 0 0 NB 0 EB 2 0 FUTUE	B	0 SB 0 WB	2 0 0 0 2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity MB 0	0 NB 0 EB 2 0 FUTUE	B		0 0 0
Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity EXISTING CONDITION ATSAC+ATCS-2	0 NB 0 EB 2 0 FUTUR	B		0
ATSAC-1 or ATSAC+ATCS-2? Override Capacity EB:- 0 WB:- 0 TUTURE CONDITION W/O PROJECT FUTURE CONDITION W/ PROJECT	0 <i>EB</i> 2 0 FUTUI	B		0
ATSAC-1 or ATSAC+ATCS-2? Override Capacity EXISTING CONDITION EXISTING PLUS PROJECT FUTURE CONDITION W/O PROJECT FUTURE CONDITION W/ PROJECT	2 0 FUTUE		115	
EXISTING CONDITION EXISTING PLUS PROJECT FUTURE CONDITION W/O PROJECT FUTURE CONDITION W/ PROJECT	FUTU			
				0
MOVEMENT No. of Lane Project Total Lane Added Total No. of Lane Added Total No. of Lane			OJECT W/ MI	TIGATION
Total Land Total Land Total To				Lane
Volume Lanes Volume Traffic Volume Volume Volume Volume Lanes Volume Volume Lanes Volume Volume Lanes Volume Volume Lanes Lanes Volume <				Volume 233
Q	-2	-2 20	0	233
Through 849 2 425 13 862 431 74 1030 2 515 13 1043 2 5	2 -1	-1 104		521
Through-Right 0			0	
	6 -1	-1 24		97
Q ← Left-Through-Right 0 0			0	
Left-Right 0 0			0	
Left 205 1 205 0 205 26 257 1 257 0 257 1 2.	7 0	0 25	7 1	257
Z			0	
Through 599 1 348 45 644 370 102 777 1 443 45 822 1 4	5 -5	-5 81	7 1	463
무 너 Through-Right 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 0	0 10	1 18 0	108
Q	0	U IC	0	100
Under the second			0	
J Left 76 1 76 25 101 101 0 86 1 86 25 111 1 1 Left-Through 0 0 0 0 0 0 0	1 -3	-3 10	0 1 0	108
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 -4	-4 71		357
© Through-Right 1 1 1			0	00.
Q	1 0	0 16		45
			0	
-{ Left-Right 0 0			U	
C Left 187 1 187 46 233 233 44 255 1 255 48 303 1 3	3 -5	-5 29	8 1	298
Through			0	
→ Through ← Through-Right 665 2 333 21 686 343 55 804 2 402 21 825 2 4	3 -2	-2 82	2 0	412
Through-Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0	0 21	-	82
Left-Through-Right 02 02 23 210 1 02 0 104 02 0		0 2	0	02
├ Left-Right 0 0 0			0	
North-South: 630 North-South: 772 North-South: 7			North-South	
CRITICAL VOLUMES East-West: 500 East-West: 564 East-West: 677 East-West: 74 SUM: 1130 SUM: 1200 SUM: 1449 SUM: 15.			East-West SUM	
VOLUME/CAPACITY (V/C) RATIO: 0.753 0.800 0.966 1.0			30101	0.955
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.653 0.700 0.866 0.866				0.955 0.855
LEVEL OF SERVICE (LOS): B C D	5			0.855 D
REMARKS: Supplemental Analysis				ט

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Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.049 $\triangle v/c$ after mitigation: -0.011 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
7	East-West Street:	PROJEC	T DWY/FAS	HION SQ	DWY	Proje	ction Year	2015		Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	3 0 0	NB	0 SE	3 0 3	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				2 0			2 0				2 0				2 0				2 0
			EXISTI	NG CONDI	TION	EXIST	NG PLUS PI	ROJECT			ON W/O PR	OJECT		RE CONDIT		OJECT		W/ PROJE		IGATION
<u> </u>	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
₽	↑ Left ✓ Left-Through		25	1 0	25	84	109	109	0	25	1 0	25	84	109	1 0	109	-8	101	1 0	101
NORTHBOUND	↑ Through ↑ Through-Right		522	1 1	267	20	542	277	0	522	1 1	267	20	542	1 1	277	-2	540	1 1	276
RT	→ Right		12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
2	← Left-Through-Right			0 0							0 0				0 0				0 0	
	Left		45	1	45	0	45	4E	0	45	1	45	0	45	2	25	0	45	2	25
SOUTHBOUND	→ Left-Through Through		1244	0 1	45 628	20	1264	45 671	0	45 1244	0 1	45 628	20	1264	0	671	-2	1262	0	667
異	← Through-Right		1244	1	020	20	1204	071		12-1-1	1	020	20	1204	1	071	_	1202	1	001
Į,			11	0 0	11	67	78	78	0	11	0 0	11	67	78	0	78	-7	71	0	71
SC	Left-Right			0							0				0				0	
	ے Left		4	1	4	61	65	65	0	4	1	4	61	65	1	33	-6	59	1	30
EASTBOUND	→ Left-Through→ Through		0	0 0	7	0	0	22	0	0	0 0	7	0	0	1 0	33	0	0	1 0	30
BOI	→ Through → Through-Right		U	1	,	U	U	22	U	U	1	,	U	U	0	33	U	U	0	30
AST	Right		7	0	0	15	22	0	0	7	0	0	15	22	1	0	-2	21	1	0
ш	Left-Through-Right			0 0							0 0				0 0				0 0	
	√ Left			0	4	0	4	4	0	A	0		0	A	0	4	0	4	0	
9	↓ Left ✓ Left-Through		4	1	4	U	4	4	U	4	1	4	0	4	1	4	U	4	1	4
WESTBOUND	← Through ← Through-Right		0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4
STB	Through-Right Right		2	0 1	0	0	2	0	0	2	0 1	0	0	2	υ 1	0	0	2	υ 1	0
WE	Left-Through-Right			0			_			_	0			-	0			-	0	
	├ Left-Right		Non	0 th-South:	653	No	rth-South:	780		Nor	th-South:	653		Nor	0 th-South:	780		Nor	th-South:	768
	CRITICAL V	OLUMES		ast-West:	11		ast-West:	69			ast-West:	11			ast-West:	37			ast-West:	34
	VOLUME/CADACITY (1//C	N DATIC:		SUM:	664		SUM:	849			SUM:	664			SUM:				SUM:	802
1//0	VOLUME/CAPACITY (V/C	•			0.466			0.596				0.466				0.573				0.563
V/C	LESS ATSAC/ATCS ADJUS LEVEL OF SERVIC				0.366 A			0.496				0.366 A				0.473 A				0.463
			SUPPLEMEN [*]	ΤΑΙ ΑΝΑΙ ν				Α				А	<u> </u>			А				Α

Version: 1i Beta; 8/4/2011 EXISTNG+PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.107 $\Delta v/c$ after mitigation: 0.097 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	_C	Date:		3/17/2019)
7	East-West Street:	PROJEC	T DWY/FAS	HION SC	DWY	Proje	ction Year	2015		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
	No. o posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC+	r OLA-3?	NB 0 EB 0	SB WB	3 0 0 0 2	NB EB	0 SE 0 W	B 0 2	NB EB	0	SB WB	3 0 0 0 2	NB EB	0	SB WB	3 0 0 0 2	NB EB	0	SB WB	3 0 0 0 2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI			ING PLUS P			E CONDITION				RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		6 973 98	1 0 1 1 0 0	5 36 98	47 38 0	53 1011 98	53 555 98	0 0	6 973 98	1 0 1 1 0 0	6 536 98	47 38 0	53 1011 98	1 0 1 1 0 0	53 555 98	-5 -4 0	48 1007 98	1 0 1 1 0 0	48 553 98
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		204 739 2	1 0 1 1 0 0	204 371 2	0 21 6	204 760 8	204 384 8	0 0	204 739 2	1 0 1 1 0 0	204 371 2	0 21 6	204 760 8	2 0 1 1 0 0	112 384 8	0 -2 -1	204 758 7	2 0 1 1 0 0	112 383 7
EASTBOUND	 J Left → Left-Through → Through ¬ Through-Right ¬ Right → Left-Through-Right ¬ Left-Right 		27 0 16	1 0 0 1 0 0	27 16 0	100 0 62	127 0 78	127 78 0	0 0	27 0 16	1 0 0 1 0 0	27 16 0	100 0 62	127 0 78	1 1 0 0 1 0	64 64 52	-10 0 -6	117 0 72	1 1 0 0 1 0	59 59 48
WESTBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right Left-Right		77 1 92	0 1 0 0 1 0	77 78 0	0 0	77 1 92	77 78 0	0 0	77 1 92	0 1 0 0 1 0	77 78 0	0 0	77 1 92	0 1 0 0 1 0 0	77 78 36	0 0	77 1 92	0 1 0 0 1 0	77 78 36
	CRITICAL V			th-South: ast-West: SUM:	740 105 845	l	rth-South: East-West: SUM:	759 205 964			th-South: ast-West: SUM:	740 105 845			th-South: ast-West: SUM:	667 142 809			th-South: ast-West: SUM:	665 137 802
	VOLUME/CAPACITY (V/C	•			0.593			0.676				0.593				0.568				0.563
V/C	LESS ATSAC/ATCS ADJU				0.493			0.576				0.493				0.468				0.463
	LEVEL OF SERVIO		SUPPLEMEN		Α (010			Α				Α				Α				Α

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REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011 EXISTNG+PROJECT

PROJECT IMPACT

Change in v/c due to project: -0.025 $\Delta v/c$ after mitigation: -0.030 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
7	East-West Street:	No. of Phases , E/W-2 or Both-3?					ction Year			Pe	ak Hour:	AM		wed by:				ICON		
Ор	No. o posed Ø'ing: N/S-1, E/W-2 or				3 0		0 0	3 0		0		3 0				3 0				3 0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+		LD= 0	W.B	2 0	LD.	0 111	2 0	LD-	O O	WB	2 0	LD	O O	WB=	2 0	LD.	U	WB	2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
□	Left		25	1	25	84	109	109	0	28	1	28	84	112	1	112	-8	104	1	104
NORTHBOUND	← Left-Through ↑ Through ↑ Through-Right		522	0 1 1	267	20	542	277	49	637	0 1 1	345	20	657	0 1 1	355	-2	655	0 1 1	354
NORTH	Right Left-Through-Right		12	0	12	0	12	12	38	52	0	52	0	52	0	52	0	52	0	52
	← Left-Right		I	0							0				0				0	
QND	→ Left → Left-Through		45	1	45	0	45	45	43	94	1 0	94	0	94	2	52	0	94	2	52
BOI			1244	1	628	20	1264	671	40	1441	1	727	20	1461	1	770	-2	1459	1	766
SOUTHBOUND	✓ Through-Right✓ Right✓ Left-Through-Right✓ Left-Right		11	0 0 0	11	67	78	78	0	12	0 0 0	12	67	79	0 0	79	-7	73	0 0	73
	ے Left		4	1	4	61	65	65	0	5	1	5	61	66	1	33	-6	59	1	30
OUND	→ Left-Through → Through		0	0	7	0	0	22	0	0	0	8	0	0	1	33	0	0	1	30
EASTBOUND	→ Through-Right → Right → Left-Through-Right		7	1 0 0	0	15	22	0	0	8	1 0 0	0	15	23	0 1 0	0	-2	21	0 1 0	0
	- Left-Right		I	0							0				0				0	
QN			4	0 1	4	0	4	4	27	32	0 1	32	0	32	0	32	0	32	0	32
WESTBOUND	← Through		0	0 0 1	4 0	0	0	4 0	34	0 36	0 0 1	32 0	0	0 36	0 0 1	32 10	0	0 36	0 0 1	32 10
WE	Left-Through-Right Left-Right			0 0				, and the second			0 0	, and the second			0	. 3			0	
	CRITICAL V	OLUMES		th-South: ast-West: SUM:	653 11 664		rth-South: East-West: SUM:	780 69 849			th-South: ast-West: SUM:	755 40 795			th-South: ast-West: SUM:	882 65 947			th-South: ast-West: SUM:	870 62 932
	VOLUME/CAPACITY (V/C) RATIO:			0.466			0.596				0.558				0.665				0.654
V/C	C LESS ATSAC/ATCS ADJUS	STMENT:			0.366			0.496				0.458				0.565				0.554
	LEVEL OF SERVICE	E (LOS):			Α			Α				Α				Α	<u> </u>			Α
		MARKS:	SUPPLEMEN [*]	TAL ANIALY	/CIC	-							_							

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.107 $\Delta v/c$ after mitigation: 0.096 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
7	East-West Street:	No. of Phases g: N/S-1, E/W-2 or Both-3? EF-1 NRTOR-2 or OLA-32 NB 0 SB		HION SO	DWY	Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
	No. o posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC+	r Both-3? r OLA-3?	NB 0 EB 0	SB WB	3 0 0 0 2	NB EB	0 SE		NB EB	0	SB WB	3 0 0 0 2	NB EB	0	SB WB	3 0 0 0 2	NB EB	0	SB WB	3 0 0 0 2
		Capacity			0			0				0				0				0
			EXISTI	NG CONDI			ING PLUS P	ROJECT		E CONDITI		OJECT		RE CONDIT				W/ PROJE		IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		6 973 98	1 0 1 1 0 0	6 536 98	47 38 0	53 1011 98	53 555 98	0 67 101	7 1163 211	1 0 1 1 0 0	7 687 211	47 38 0	54 1201 211	1 0 1 1 0 0	54 706 211	-5 -4 0	49 1197 211	1 0 1 1 0 0	49 704 211
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		204 739 2	1 0 1 1 0 0	204 371 2	0 21 6	204 760 8	204 384 8	99 92 0	329 924 2	1 0 1 1 0 0	329 463 2	0 21 6	329 945 8	2 0 1 1 0 0	181 477 8	-2 -1	329 943 8	2 0 1 1 0 0	181 476 8
EASTBOUND	→ Left → Left-Through → Through ↑ Through-Right Right → Left-Through-Right ← Left-Right		27 0 16	1 0 0 1 0 0	27 16 0	100 0 62	127 0 78	127 78 0	0 0	30 0 18	1 0 0 1 0 0	30 18 0	100 0 62	130 0 80	1 1 0 0 1 0	65 65 53	-10 0 -6	120 0 74	1 1 0 0 1 0	60 60 50
WESTBOUND	✓ Left ✓ Left-Through ← Through-Right ← Right ✓ Left-Through-Right ✓ Left-Right		77 1 92	0 1 0 0 1 0	77 78 0	0 0	77 1 92	77 78 0	89 0 86	176 1 190	0 1 0 0 1 0	176 177 26	0 0	176 1 190	0 1 0 0 1 0	176 177 100	0 0	176 1 190	0 1 0 0 1 0	176 177 100
	CRITICAL V			th-South: ast-West: SUM:	740 105 845		rth-South: East-West: SUM:	759 205 964			th-South: ast-West: SUM:	1016 207 1223			th-South: ast-West: SUM:	887 242 1129			th-South: ast-West: SUM:	885 237 1122
	VOLUME/CAPACITY (V/C	,			0.593			0.676				0.858				0.792				0.787
V/C	LESS ATSAC/ATCS ADJU				0.493			0.576				0.758				0.692				0.687
	LEVEL OF SERVICE		CLIDDI EMENI		Α			Α				С				В				В

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REMARKS: SUPPLEMENTAL ANALYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: -0.066 $\Delta v/c$ after mitigation: -0.071 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
8	East-West Street:	VENTUR	A BL			Proje	ction Year	2021		Pe	ak Hour:	AM		wed by:			Project:	ICON	MU	
,		f Phases			3			3				3				3				3
Орр	posed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	0.0	0	NB	0 SE	0 3	NB	0	0.0	0	MD	0	SB	0	4/10	0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		BB	0	SB WB	0	NB EB	0	SB WB	3	NB EB	0	SB WB	3
	ATSAC-1 or ATSAC+	ATCS-2?			2			2				2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI			NG PLUS PI				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ND	← Left-Through			0			-			-	0	Ť		-	0			-	0	
9	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
男	Through-Right			0					_	_	0			-	0		_		0	
NORTHBOUND	Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
×	Left-Through-Right Left-Right			0							0				0				0	
	1 Con-ragin			Ü															- U	
۵	└ Left		231	2	127	10	241	133	18	278	2	153	10	288	2	158	-1	287	2	158
	Left-Through			0							0				0				0	
BO	↓ Through		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
ᄑ	✓ Right		453	1	351	12	465	355	12	522	1	389	12	534	1	393	-1	533	1	393
SOUTHBOUND	Left-Through-Right			0							0		-		0				0	
8	↓ Left-Right			0							0				0				0	
	ے Left		102	1	102	8	110	110	18	133	1	133	8	141	1	141	-1	140	1	140
9	→ Left-Through		102	0	102	0	110	110	10	133	0	133	0	141	0	141	-1	140	0	140
	→ Through		895	2	448	0	895	448	97	1105	2	553	0	1105	2	553	0	1105	2	553
I BC	→ Through-Right			0							0				0				0	
EASTBOUND	Right Left-Through-Right		0	0 0	0	0	0	0		0	0 0	0	0	0	0	0	0	0	0	0
ш	→ Left-Tillough-Right			0							0				0				0	
	g				3															
	√ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND			838	0 1	492	0	838	496	105	1049	0 1	615	0	1049	0	619	0	1049	0 1	619
BO	Through-Right		030	1	432	U	030	490	105	1049	1	013		1049	1	019		1049	1	019
ST	Right		146	0	146	7	153	153	17	181	0	181	7	188	0	188	-1	188	0	188
WE	Left-Through-Right			0							0				0				0	
			A1	0	251	A1-	uth Court	355		A1,	0	200		A1,	0	202		Al	0	393
	CRITICAL V	OLUMES		th-South: ast-West:	351 594		rth-South: ast-West:	355 606			th-South: ast-West:	389 748			th-South: ast-West:	393 760			th-South: ast-West:	393 759
				SUM:	945		SUM:	961			SUM:	1137			SUM:	1153			SUM:	1152
	VOLUME/CAPACITY (V/C) RATIO:			0.663			0.674				0.798				0.809				0.808
V/C	LESS ATSAC/ATCS ADJUS	STMENT:			0.563			0.574				0.698				0.709				0.708
	LEVEL OF SERVICE	E (LOS):			Α			Α				В				С				С
<u> </u>			Supplemental	Analysis																

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.011 $\Delta v/c$ after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
8	East-West Street:	No. of Phases g: N/S-1, E/W-2 or Both-3? FF-1 NRTOR-2 or OLA-32				Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or ATSAC-1 or ATSAC+	r Both-3? r OLA-3? ATCS-2?	NB 0 EB 0	SB WB	3 0 3 0 2	NB EB	0 SE 0 W	B 0 2	NB EB	0	SB WB	3 0 3 0 2	NB EB	0	SB WB	3 0 3 0 2	NB EB	0	SB WB	3 0 3 0 2
	Override	Capacity	EVICTI	NG CONDI	0	EVICE	ING PLUS P	0	FUTUR	E CONDITI		0	FUTU	RE CONDIT	ION W/ DD	0	FUTUR	W/ PROJE	CT VALL BAILT	0 ICATION
	MOVEMENT		EXIST	No. of	Lane	Project	Total		Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		0 0	0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0	0 0 0
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		173 0 193	2 0 0 0 1 0	95 0	10 0 11	183 0 204	101 0 0	20 0 14	215 0 231	2 0 0 0 1 0	118 0 0	10 0 11	225 0 242	2 0 0 0 1 0	124 0 0	-1 0 -1	224 0 241	2 0 0 0 1 0	123 0 0
EASTBOUND	☐ Left ☐ Left-Through ☐ Through-Right ☐ Right ☐ Left-Through-Right ☐ Left-Right		204 1141 0	1 0 2 0 0 0	204 571 0	16 0 0	220 1141 0	220 571 0	15 143 0	245 1428 0	1 0 2 0 0 0	245 714 0	16 0 0	261 1428 0	1 0 2 0 0 0	261 714 0	-2 0 0	259 1428 0	1 0 2 0 0 0	259 714 0
WESTBOUND	✓ Left ✓ Left-Through ← Through-Right ← Right ✓ Left-Through-Right ✓ Left-Right		939 230	0 0 1 1 0 0	0 585 230	0 0 14	0 939 244	0 592 244	0 168 14	0 1225 273	0 0 1 1 0 0	0 749 273	0 0 14	0 1225 287	0 0 1 1 0 0	0 756 287	0 0 -1	0 1225 286	0 0 1 1 0 0	7 56 286
	CRITICAL V			th-South: ast-West: SUM:	95 789 884		rth-South: East-West: SUM:	101 812 913			th-South: ast-West: SUM:	118 994 1112			th-South: ast-West: SUM:	124 1017 1141			th-South: ast-West: SUM:	123 1015 1138
	VOLUME/CAPACITY (V/C	,			0.620			0.641				0.780				0.801				0.799
V/C	LESS ATSAC/ATCS ADJUS				0.520			0.541				0.680				0.701				0.699
	LEVEL OF SERVICE	E (LOS):			Α			Α				В				С				В

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.021 $\Delta v/c$ after mitigation: 0.019 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	AN AVENUE		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.c	Date:		3/17/2019)	
9	East-West Street:	MAGNOI	IA BOULE	/ARD			ction Year			Pea	ak Hour:	AM		wed by:				ICON	MU	
1	posed Ø'ing: N/S-1, E/W-2 or E		NB 0	SB	2 0 0	NB	0 SE	2 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	Turns: FREE-1, NRTOR-2 or C	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A Override C				2 0			2 0				2 0				2 0				2
			EXISTI	NG CONDI			ING PLUS P	ROJECT			ON W/O PR	ROJECT		RE CONDIT				W/ PROJE		IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
₽	↑ Left		92	1 0	92	0	92	92	0	104	1 0	104	0	104	1 0	104	0	104	1 0	104
NORTHBOUND	↑ Through ↑ Through-Right		677	1 1	392	3	680	394	27	789	1 1	457	3	792	1 1	458	0	792	1 1	458
NORTH			107	0	107	0	107	107	4	124	0 0	124	0	124	0	124	0	124	0 0	124
				0							0				0				0	
Q	→ Left → Left-Through		136	1 0	136	0	136	136	0	153	1 0	153	0	153	1 0	153	0	153	1 0	153
SOUTHBOUND	→ Through → Through-Right		1238	1	697	4	1242	700	26	1420	1	798	4	1424	1	801	0	1424	1	800
SOUT	→ Right → Left-Through-Right → Left-Right		155	0 0 0	155	2	157	157	0	175	0 0 0	175	2	177	0 0 0	177	0	176	0 0 0	176
ş	→ Left → Left-Through		73	1 0	73	6	79	79	0	82	1 0	82	6	88	1 0	88	-1	88	1 0	88
EASTBOUND	→ Through → Through-Right		811	1 1	446	6	817	449	36	949	1 1	520	6	955	1 1	523	-1	955	1 1	523
EAST	Right Left-Through-Right Left-Right		81	0 0 0	81	0	81	81	0	91	0 0 0	91	0	91	0 0 0	91	0	91	0 0 0	91
					3															
QND	✓ Left✓ Left-Through← Through		80 759	1 0 1	80 432	5	80 764	80 434	0	90 869	1 0 1	90 496	5	90 874	1 0 1	90 499	0 -1	90 873	1 0 1	90 498
WESTBOUND	Through Through-Right Right Left-Through-Right		104	1 0	104	0	104	104	6	123	1 0	123	0	123	1 0	123	0	123	1 0	123
WE	Left-Through-Right Left-Right	_		0	789						0 0				0				0	
	CRITICAL VO	CRITICAL VOLUMES CRITICAL VOLUMES East-West: SUM: LUME/CAPACITY (V/C) RATIO:					rth-South: East-West: SUM:	792 529 1321			th-South: ast-West: SUM:	902 610 1512			th-South: ast-West: SUM:				th-South: ast-West: SUM:	904 613 1517
	VOLUME/CAPACITY (V/C)	RATIO:			0.877			0.881				1.008				1.012				1.011
V/0	C LESS ATSAC/ATCS ADJUST				0.777			0.781				0.908				0.912				0.911
	LEVEL OF SERVICE	, ,	SUPPLEMEN ¹		С			С				Е				Е				E

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.004 ∆v/c after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUE	.		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.c	Date:		3/17/2019	
9	East-West Street:	MAGNO	LIA BOULE\	/ARD		Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
1	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0	SB	2 0 0	NB	0 SE		NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
	ATSAC-1 or ATSAC+		<i>EB</i> 0	WB	0 2	EB	0 W	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override				0			0				0				0				0
			EXISTI	NG CONDI	TION	EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left		127	1	127	0	127	127	0	143	1	143	0	143	1	143	0	143	1	143
NORTHBOUND	← Left-Through			0							0				0				0	
30.	Through		1078	1	592	4	1082	594	52	1266	1	705	4	1270	1	707	0	1270	1	707
∥ ≝ ∣	Through-Right Right		105	1 0	105	0	105	105	25	143	1 0	143	0	143	1 0	143	0	143	1 0	143
OR	← Kigiit ← Left-Through-Right		100	0	103	0	103	103	25	143	0	143	0	143	0	145	0	143	0	140
	← Left-Right			0							0				0				0	
	↓ Left		59	1	59	0	59	59	0	66	1	66	0	66	1	66	0	66	1	66
2	Left-Through		59	0	39	U	39	39	U	00	0	00	U	00	0	00	U	00	0	00
l og	Through		735	1	406	5	740	412	54	882	1	485	5	887	1	490	-1	886	1	489
∥≝∣	→ Through-Right → Right		77	1 0	77	6	83	83	0	87	1 0	87	6	93	1 0	93	-1	92	1 0	92
SOUTHBOUND	Left-Through-Right		, , , , , , , , , , , , , , , , , , ,	0	''	0	03	03	U	01	0	01	0	93	0	93	-1	32	0	32
S	↓ Left-Right			0							0				0				0	
	ے Left		126	1	126	3	129	129	0	142	1	142	3	145	1	145	0	145	1	145
9	→ Left-Through		120	0	120	3	123	123	O	172	0	172		143	0	140		143	0	140
l lo	→ Through		856	1	474	6	862	477	30	994	1	549	6	1000	1	552	-1	999	1	552
EASTBOUND	→ Through-Right → Right		92	1 0	92	0	92	92	0	104	1 0	104	0	104	1 0	104	0	104	1 0	104
EAS	Left-Through-Right		02	0	Ŭ <u>_</u>		02	02	Ü	101	0	101		101	0	101		101	0	101
	-			0							0				0				0	
	√ Left		71	1	71	0	71	71	0	80	1	80	0	80	1	80	0	80	1	80
N O				0						_	0			_	0			_	0	
WESTBOUND	← Through ← Through-Right		643	1 1	365	8	651	369	17	741	1	431	8	749	1	435	-1	748	1	434
STE	Right		86	0	86	0	86	86	23	120	0	120	0	120	0	120	0	120	0	120
WE	Left-Through-Right			0							0				0				0	
			Non	0 th-South:	651	No	rth-South:	653		Non	0 th-South:	771		Non	0 th-South:	773		Non	0 th-South:	773
	CRITICAL V	OLUMES		ast-West:	545	_	ast-West:	548			ast-West:	629			ast-West:	632			ast-West:	632
				SUM:	1196		SUM:	1201			SUM:	1400			SUM:				SUM:	1405
	VOLUME/CAPACITY (V/C	•			0.797			0.801				0.933				0.937				0.937
V/C	C LESS ATSAC/ATCS ADJUS				0.697 B			0.701				0.833				0.837				0.837
		LEVEL OF SERVICE (LOS):						С				D				D				D
	RF	MARKS:	SUPPLEMEN ³	TAL ANALY	'SIS															

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.004 $\Delta v/c$ after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUE	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019	
10	East-West Street:	RIVERSI	DE DRIVE			Proje	ction Year	2015		Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
		f Phases			4			4				4				4				4
Opp	posed Ø'ing: N/S-1, E/W-2 or	r Both-3?	MD 0	0.0	0	MD	2 05	0	WD	2	0.0	0		0	0.0	0	MD	0	0.0	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 3 EB 0	SB WB	0	NB EB	3 SE 0 WE		NB EB	3	SB WB	0	NB EB	3	SB WB	0	NB EB	3	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?	LB== 0	112	2	LD	0 112	2	LD-	U	112	2	LD-	0	112-	2	LD	U	112	2
	Override	Capacity			0			0				0				0				0
			EXISTI	NG CONDI	TION		ING PLUS PF	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT		RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MITI	GATION
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through		155	2 0	85	19	174	96	0	155	2 0	85	19	174	2	96	-2	172	2	95
	† Through		597	2	299	0	597	299	0	597	2	299	0	597	2	299	0	597	2	299
₩	† Through-Right			0				200		00.	0	200		00.	0	200			0	200
NORTHBOUND	→ Right		215	1	0	0	215	0	0	215	1	0	0	215	1	0	0	215	1	0
9 P	Left-Through-Right			0							0				0				0	
	→ Left-Right		I	0							0				0				0	
	└ Left		184	1	184	0	184	184	0	184	1	184	0	184	1	184	0	184	1	184
9	Left-Through		104	0	104	U	104	104	0	104	0	104	0	104	0	104	U	104	0	104
l lo	Through		1035	2	518	0	1035	518	0	1035	2	518	0	1035	2	518	0	1035	2	518
单	← Through-Right			0							0				0				0	
SOUTHBOUND	→ Right		92	1	45	4	96	47	0	92	1	45	4	96	1	47	0	96	1	47
SO	← Left-Through-Right			0 0							0 0				0				0	
'	2 Lon-rayin		•	Ü							·								J	
	ر Left		95	1	95	3	98	98	0	95	1	95	3	98	1	98	0	98	1	98
	→ Left-Through			0		_					0		_		0				0	
ŭ	→ Through → Through-Right		937	1 1	547	7	944	568	0	937	1 1	547	7	944	1	568	-1	943	2	472
EASTBOUND	Right		157	0	157	34	191	191	0	157	0	157	34	191	0	191	-3	188	1	141
EA	Left-Through-Right			0							0				0				0	
	-		l	0							0				0				0	
	√ Left		284	1	284	0	284	284	0	284	1	284	0	284	1	284	0	284	1	284
ļģ	√ Left-Through		204	0	204	U	204	204	U	Z0 4	0	204		204	0	204	U	204	0	204
WESTBOUND	← Through		689	2	345	4	693	347	0	689	2	345	4	693	2	347	0	693	2	347
TBC	← Through-Right			0							0				0				0	
ES.	Right		144	1	52	0	144	52	0	144	1	52	0	144	1	52	0	144	1	52
>	Left-Through-Right Left-Right			0							0				0				0	
	North-South:					No	rth-South:	614		Nor	th-South:	603		Non	th-South:	614		Non	th-South:	613
	CRITICAL VOLUMES East-W			ast-West:	603 831		ast-West:	852			ast-West:	831			ast-West:	852			ast-West:	756
<u> </u>	SUM			SUM:	1434		SUM:	1466			SUM:	1434			SUM:	1466			SUM:	1369
	VOLUME/CAPACITY (V/C) RATIO:				1.043			1.066				1.043				1.066				0.996
V/C	LESS ATSAC/ATCS ADJU	STMENT:			0.943			0.966				0.943				0.966				0.896
	LEVEL OF SERVICE			E			Е				E				E				D	
	RE	MARKS:	SUPPLEMEN ³	TAL ANALY	'SIS															

Version: 1i Beta; 8/4/2011 EXISTING + PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.023 $\Delta v/c$ after mitigation: -0.047 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	AN AVENUE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
10	East-West Street:	RIVERSI	DE DRIVE				ction Year			Pea	ak Hour:	PM		wed by:			Project:	ICON	MU	
		f Phases			4			4				4				4		1-		4
Орр	posed Ø'ing: N/S-1, E/W-2 or	Both-3?	MD 0	0.0	0	A/D	2 0	0 3	N/D	0	0.0	0	N/D	3	SB	0		2	0.0	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 3 EB 0	SB WB	0	NB EB	3 SE 0 W		NB EB	3	SB WB	0	NB EB	0	SB WB	0	NB EB	3	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			2		•	2				2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI			ING PLUS P			E CONDITI				RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		383	2	211	42	425	234	0	383	2	211	42	425	2	234	-4	421	2	232
N N	Left-Through			0							0				0				0	
301	Through		1003	2	502	0	1003	502	0	1003	2	502	0	1003	2	502	0	1003	2	502
불	Through-Right Right		270	0 1	31	0	270	31	0	270	0 1	31	0	270	0	31	0	270	0	31
NORTHBOUND	Left-Through-Right		210	0	01		210	01		210	0	51		210	0	- 01		210	0	- 01
2				0							0				0				0	
	l 1.0		407	4	407		407	407	0	407	4	407	0	407	4	407		407	4	407
9	→ Left→ Left-Through		107	1 0	107	0	107	107	0	107	1 0	107	0	107	1 0	107	0	107	1 0	107
l lo	Through		687	2	344	0	687	344	0	687	2	344	0	687	2	344	0	687	2	344
먶	Through-Right			0		_			_		0		_		0				0	
SOUTHBOUND			210	1 0	105	5	215	108	0	210	1 0	105	5	215	1 0	108	-1	215	1 0	107
SC	Left-Right			0							0				0				0	
					5															
۵			210	1 0	210	4	214	214	0	210	1 0	210	4	214	1	214	0	214	1 0	214
N N	→ Through		724	1	476	7	731	493	0	724	1	476	7	731	1	493	-1	730	2	365
EASTBOUND	→ Through-Right			1							1				1				0	
ASI	Right		228	0 0	228	27	255	255	0	228	0	228	27	255	0	255	-3	252	1 0	136
ш	★ Left-Through-Right ★ Left-Right			0							0				0				0	
	, , , , , , , , , , , , , , , , , , ,				3										-				-	
	Left		239	1 0	239	0	239	239	0	239	1 0	239	0	239	1 0	239	0	239	1 0	239
WESTBOUND			790	2	395	9	799	400	0	790	2	395	9	799	2	400	-1	798	2	399
1 20	Through-Right			0							0	300			0		· .		0	
ESI	Right Left-Through-Right		187	1	134	0	187	134	0	187	1	134	0	187	1	134	0	187	1	134
>	Left-Through-Right			0 0							0				0				0	
	North-South:			609	No	rth-South:	609		Nor	th-South:	609		Nor	th-South:	609		Nor	th-South:	609	
	CRITICAL V	OLUMES	Ea	ast-West:	715	4	East-West:	732		E	ast-West:	715		E	ast-West:	732		E	ast-West:	613
-	VOLUME/CAPACITY (V/C) DATIO:		SUM:	1324	-	SUM:	1341			SUM:	1324			SUM:				SUM:	1222
1//0	, ,	,			0.963			0.975				0.963				0.975				0.889
V/C	//C LESS ATSAC/ATCS ADJUSTMENT:				0.863 D			0.875 D				0.863 D				0.875 D				0.789 C
		LEVEL OF SERVICE (LOS): REMARKS: SUPPLEMENTAL ANALYS						ט				ט				ט				C

2

Version: 1i Beta; 8/4/2011 EXISTING + PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.012 $\Delta v/c$ after mitigation: -0.074 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
10	East-West Street:	RIVERSI	DE DRIVE				ction Year			Pe	ak Hour:	AM		wed by:				ICON		
On	No. o posed Ø'ing: N/S-1, E/W-2 or	f Phases			4 0	-		4 0				4 0				4 0		ļu.		4 0
	Turns: FREE-1, NRTOR-2 or		NB 3	SB	0	NB	3 SE		NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Kigiii			EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				2			2				2				2				2
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURI	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	5		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
9	↑ Left Left-Through		155	2 0	85	19	174	96	0	175	2 0	96	19	194	2	107	-2	192	2 0	106
l no	† Through		597	2	299	0	597	299	65	737	2	369	0	737	2	369	0	737	2	369
ВÉ	Through-Right			0							0				0				0	
NORTHBOUND	Right		215	1	0	0	215	0	6	248	1	0	0	248	1	0	0	248	1	0
N	→ Left-Through-Right → Left-Right			0 0							0 0				0				0	
	Loit-ragiit		I	J							,				<u> </u>				<u> </u>	
۵	└→ Left		184	1	184	0	184	184	1	208	1	208	0	208	1	208	0	208	1	208
N N	Left-Through		1025	0 2	E40	0	1025	E40	25	1201	0 2	604	0	1201	0 2	604	0	1201	0 2	601
B0			1035	0	518	U	1035	518	35	1201	0	601	0	1201	0	601	0	1201	0	601
1 5	Right		92	1	45	4	96	47	6	110	1	55	4	114	1	57	0	113	1	56
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	↓ Left-Right		l .	0							0				0				0	
	ح Left		95	1	95	3	98	98	4	111	1	111	3	114	1	114	0	114	1	114
EASTBOUND	→ Left-Through			0		_			_		0		_		0				0	
3OL	→ Through → Through-Right		937	1 1	547	7	944	568	6	1061	1	619	7	1068	1	640	-1	1068	2	534
STE	Right		157	0	157	34	191	191	0	177	0	177	34	211	0	211	-3	207	1	154
EA	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right		l .	0							0				0				0	
	√ Left		284	1	284	0	284	284	3	323	1	323	0	323	1	323	0	323	1	323
ND N				0							0				0				0	
WESTBOUND	← Through ∴ Through-Right		689	2 0	345	4	693	347	6	782	2 0	391	4	786	2	393	0	786	2	393
STE	Through-Right Right Left-Through-Right		144	1	52	0	144	52	0	162	1	58	0	162	1	58	0	162	1	58
WE	,			0							0				0				0	- 00
	├ Left-Right 0		000		-41- O C	04.4		•	0	007			0	700			0	707		
	North-South: CRITICAL VOLUMES East-West:		603 831		rth-South: East-West:	614 852			th-South: ast-West:	697 942			th-South: ast-West:	708 963			th-South: ast-West:	707 857		
				SUM:	1434		SUM:	1466			SUM:	1639			SUM:				SUM:	1564
	VOLUME/CAPACITY (V/C)) RATIO:			1.043			1.066				1.192				1.215				1.137
V/C	C LESS ATSAC/ATCS ADJUS	STMENT:			0.943			0.966				1.092				1.115				1.037
	LEVEL OF SERVICE (LOS):				E			E				F				F				F
	DE	LEVEL OF SERVICE (LOS): REMARKS: SUPPLEMENTAL ANALY																		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.023 $\Delta v/c$ after mitigation: -0.055 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.c	Date:		3/17/2019)
10	East-West Street:		DE DRIVE			Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
0		f Phases			4			4				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or		NB 3	SB	0	NB	3 SE	0 3 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or	· OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				2			2				2				2				2
	Override	Capacity	EVICTI	NG CONDIT		EVICTI	NG PLUS PI	0	EUTUD	E CONDITION			EUTU	RE CONDIT	ION W/ PP	OJECT	EUTUDE	W/ PROJE	CT W/ MIT	
	MOVEMENT		LXIOTI	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		383	2	211	42	425	234	0	431	2	237	42	473	2	260	-4	469	2	258
3	← Left-Through		1003	0 2	502	0	1003	502	70	1200	0 2	600	0	1200	0 2	600	0	1200	0 2	600
B	↑ Through ↑ Through-Right		1003	0	302	U	1003	302	70	1200	0	600	U	1200	0	600	0	1200	0	600
NORTHBOUND	Right		270	1	31	0	270	31	26	330	1	50	0	330	1	50	0	330	1	50
Į Į	← Left-Through-Right			0							0				0				0	
			l	0							0				0				0	
	_ Left		107	1	107	0	107	107	6	126	1	126	0	126	1	126	0	126	1	126
	→ Left-Through			0							0				0				0	
B01	Through		687	2 0	344	0	687	344	60	834	2	417	0	834	2	417	0	834	2	417
I E	← Through-Right → Right		210	1	105	5	215	108	23	259	1	129	5	264	1	132	-1	264	1	132
SOUTHBOUND	Left-Through-Right			0						200	0	.20			0	.02			0	.02
, , ,	→ Left-Right			0							0				0				0	
	ر Left		210	1	210	4	214	214	25	261	1	261	4	265	1	265	0	265	1	265
9	→ Left-Through		210	0	2.0		2	2	20	201	0	201		200	0	200		200	0	200
l lo	→ Through		724	1	476	7	731	493	33	848	1	553	7	855	1	570	-1	855	2	428
EASTBOUND	→ Through-Right → Right		228	1 0	228	27	255	255	0	257	1 0	257	27	284	1 0	284	-3	281	0 1	152
EAS	Left-Through-Right		220	0	220	21	200	200	U	201	0	251	21	204	0	204	-5	201	0	102
	- deft-Right			0							0				0				0	
	√ Left		239	1	239	0	239	239	11	280	1	280	0	280	1	280	0	280	1	280
9			200	0	200		200	200	''	200	0	200		200	0	200		200	0	200
WESTBOUND	← Through		790	2	395	9	799	400	23	913	2	457	9	922	2	461	-1	921	2	461
E I	← Through-Right ← Right		187	0 1	134	0	187	134	0	211	0 1	148	0	211	0	148	0	211	0	148
VES	Left-Through-Right		10/	0	134	U	107	134	U	211	0	140		211	0	140		Z11	0	140
_ >	├ Left-Right			0							0				0				0	
	CRITICAL V	OLUMES		th-South:	609		rth-South:	609 732			th-South:	726 833			th-South:	726	I _		th-South:	726 726
	CRITICAL VO	OLUMES	_ E	ast-West: SUM:	715 1324	"	ast-West: SUM:	1341		E	ast-West: SUM:	1559		E	ast-West: SUM:			E	ast-West: SUM:	1452
	VOLUME/CAPACITY (V/C)) RATIO:			0.963			0.975				1.134				1.146				1.056
V/C	LESS ATSAC/ATCS ADJUS				0.863			0.875				1.034				1.046				0.956
	LEVEL OF SERVICE (LOS):				D			D				F				F				E
<u> </u>	DE.	LEVEL OF SERVICE (LOS): REMARKS: SUPPLEMENTAL ANALYS																		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.012 $\triangle v/c$ after mitigation: -0.078 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUI	E		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019	1
11	East-West Street:	NB 101 F	WY RAMPS	6		Proje	ction Year	2021		Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC+	r OLA-3?	NB 0 EB 0	SB WB	3 0 0 0 2	NB EB	0 SE 0 W		NB EB	0	SB WB	3 0 0 0 2	NB EB	0	SB WB	3 0 0 0 2	NB EB	0	SB WB	3 0 0 0 2
	Override	oupdoity	EXISTI	NG CONDI		EXIST	NG PLUS P		FUTUR	E CONDITI	ION W/O PF	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right		366 747 0	1 0 3 0 0 0	366 249 0	0 10 0	366 757 0	366 252 0	0 50 0	412 891 0	1 0 3 0 0 0	412 297 0	0 10 0	901 0	1 0 3 0 0 0	412 300 0	0 -1 0	900 0	1 0 3 0 0 0	412 300 0
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		986 520	0 0 4 0 1 0	0 247 520	0 34 0	0 1020 520	0 255 520	0 30 9	0 1140 595	0 0 4 0 1 0	0 285 595	0 34 0	0 1174 595	0 0 4 0 1 0	0 294 595	-3 0	0 1171 595	0 0 4 0 1 0	0 293 595
EASTBOUND	→ Left → Left-Through → Through		0 0 0	0 0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0 0	0 0 0
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		357 1 199	1 0 0 0 1 1	186 186 0	0 0 9	357 1 208	189 189 0	18 0 29	420 1 253	1 0 0 0 1 1	225 225 0	0 0 9	420 1 262	1 0 0 0 1 1 0	228 228 0	0 0 -1	420 1 261	1 0 0 0 1 1 0	227 227 0
	CRITICAL V			th-South: ast-West: SUM:	886 186 1072	l	rth-South: East-West: SUM:	886 189 1075			th-South: ast-West: SUM:	1007 225 1232			th-South: ast-West: SUM:	1007 228 1235			th-South: ast-West: SUM:	1007 227 1234
V/0	VOLUME/CAPACITY (V/C C LESS ATSAC/ATCS ADJU: LEVEL OF SERVIC	STMENT:			0.752 0.652 B			0.754 0.654 B				0.865 0.765 C				0.867 0.767 C				0.866 0.766 C

REMARKS: SUPPLEMENTAL ANALAYSIS

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.002 $\Delta v/c$ after mitigation: 0.001 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: W	OODMAN AVENU	IE		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
11	East-West Street: NE	3 101 FWY RAMP	S			ction Year			Pea	ak Hour:	PM		ewed by:				ICON		
	No. of Ph posed Ø'ing: N/S-1, E/W-2 or Bo Turns: FREE-1, NRTOR-2 or OL	th-3?	SB WB	3 0 0 0	NB EB	0 SE 0 W	B 0	NB EB	0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0 0
	ATSAC-1 or ATSAC+ATC Override Cap			2 0			2				2 0				2				2
		EXIST	ING CONDI	ITION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURI	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	411 1224 0	1 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	411 408 0	0 21 0	411 1245 0	411 415 0	0 77 0	463 1455 0	1 0 3 0 0 0	463 485 0	0 21 0	463 1476 0	1 0 3 0 0 0	463 492 0	0 2 0	463 1479 0	1 0 3 0 0 0	463 493 0
SOUTHBOUND	Left Left-Through Through Through-Right ✓ Right Left-Through-Right ✓ Left-Right	0 797 492	0 0 4 0 1 0	0 199 492	0 27 0	0 824 492	0 206 492	73 34	971 588	0 0 4 0 1 0	0 243 588	0 27 0	998 588	0 0 4 0 1 0	0 250 588	-3 0	995 588	0 0 4 0 1 0	0 249 588
EASTBOUND		0 0	0 0 0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0 0
WESTBOUND	← Left ← Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	352 1 397	1 0 0 0 1 1 1 0 0	250 250 0	0 0 21	352 1 418	257 257 0	30 0 40	426 1 487	1 0 0 0 1 1 0	305 305	0 0 21	426 1 508	1 0 0 0 1 1	312 312 0	0 0 -2	426 1 506	1 0 0 0 1 1 1	311 311 0
	CRITICAL VOLU	IMES	rth-South: East-West: SUM:	903 250 1153		rth-South: East-West: SUM:	903 257 1160			th-South: ast-West: SUM:	1051 305 1356			th-South: ast-West: SUM:	1051 312 1363			th-South: ast-West: SUM:	1051 311 1362
V/C	VOLUME/CAPACITY (V/C) RAC C LESS ATSAC/ATCS ADJUSTM LEVEL OF SERVICE (L	ENT:		0.809 0.709 C			0.814 0.714 C				0.952 0.852 D				0.956 0.856				0.956 0.856
	REMAI	AYSIS			U				ט				ט				ט		

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Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.004 $\Delta v/c$ after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUI	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	_C	Date:		3/12/2019)
12	East-West Street:	SB 101 F	WY RAMPS	6		Proje	ction Year	2021		Pea	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
1	posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC-	or OLA-3?	NB 2 EB 0	SB WB	3 0 0 0 2	NB EB	2 SE 0 W		NB EB	2	SB WB	3 0 0 0 2	NB EB	2 0	SB WB	3 0 0 0 2	NB EB	2 0	SB WB	3 0 0 0 2
	Overnide	Сарасну	EXISTI	NG CONDI	_	EXIST	ING PLUS P		FUTUR	E CONDITI	ON W/O PR		FUTUI	RE CONDIT	ION W/ PR		FUTURI	W/ PROJE	CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left		883 371	0 0 3 1 0 0	294 371	10	0 893 371	0 298 371	0 24 15	0 1018 433	0 0 3 1 0 0	339 433	0 10 0	0 1028 433	0 0 3 1 0 0	343 433	0 -1 0	0 1027 433	0 0 3 1 0 0	0 342 433
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		350 990 0	1 0 3 0 0 0	350 330 0	18 16 0	368 1006 0	368 335	7 36 0	401 1151 0	1 0 3 0 0 0	401 384 0	18 16 0	419 1167 0	1 0 3 0 0 0	419 389 0	-2 -2 0	417 1165 0	1 0 3 0 0 0	417 388 0
EASTBOUND	 ✓ Left ✓ Left-Through → Through ✓ Through-Right Right ✓ Left-Through-Right ✓ Left-Right 		222 4 255	1 0 0 0 1 1 0	160 160 0	0 0	222 4 255	160 160 0	26 0 0	276 5 287	1 0 0 0 1 1	189 189 0	0 0	276 5 287	1 0 0 0 1 1 0	189 189 0	0 0	276 5 287	1 0 0 0 1 1 0	189 189 0
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		0 0	0 0 0 0 0 0	0 0	0 0	0 0	0 0	0 0	0 0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0
	CRITICAL V			th-South: ast-West: SUM:	721 160 881		rth-South: East-West: SUM:	739 160 899			th-South: ast-West: SUM:	834 189 1023			th-South: ast-West: SUM:				th-South: ast-West: SUM:	850 189 1039
V/0	VOLUME/CAPACITY (V/C C LESS ATSAC/ATCS ADJU LEVEL OF SERVIC	STMENT: CE (LOS):	Supplemental		0.618 0.518 A			0.631 0.531 A				0.718 0.618 B				0.731 0.631 B				0.729 0.629 B

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.013 $\Delta v/c$ after mitigation: 0.011 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	AN AVENUE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/12/2019)
12	East-West Street:	SB 101 F	WY RAMPS	3		Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or ATSAC-1 or ATSAC+	r OLA-3?	NB 2 EB 0	SB WB	3 0 0 0 2	NB EB	2 SE 0 W	B 0 2	NB EB	2 0	SB WB	3 0 0 0 2	NB EB	2 0	SB WB	3 0 0 0 2	NB EB	2 0	SB WB	3 0 0 0 2
	Override	Capacity	EVICTI	NG CONDI	0	EVICE	ING PLUS P	0	FUTUR	E CONDITI		0	FUTU	RE CONDIT	ION W/ DD	0	FUTUR	W/ PROJE	CT M// MIT	0 ICATION
	MOVEMENT		EXIST	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NORTHBOUND	Ceft Ceft-Through ↑ Through ↑ Through-Right		0 1120	0 0 3 1	0 373	0 21	0 1141	380	0 50	0 1311	0 0 3 1	0 437	0 21	0 1332	0 0 3 1	0 444	-2	1330	0 0 3 1	0 443
NORTH	Right Left-Through-Right Left-Right		387	0 0 0	387	0	387	387	20	456	0 0 0	456	0	456	0 0 0	456	0	456	0 0 0	456
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		227 927 0	1 0 3 0 0 0	227 309 0	13 14 0	240 941 0	240 314 0	21 71 0	277 1115 0	1 0 3 0 0 0	277 372 0	13 14 0	290 1129 0	1 0 3 0 0 0	290 376 0	-1 -1 0	288 1128 0	1 0 3 0 0 0	288 376 0
EASTBOUND	→ Left → Left-Through → Through → Through-Right Right ← Left-Through-Right ← Left-Right		517 4 344	1 0 0 0 1 1	288 288 0	0 0	517 4 344	288 288 0	28 0 0	610 5 387	1 0 0 0 1 1	334 334 0	0 0	610 5 387	1 0 0 0 1 1	334 334 0	0 0	610 5 387	1 0 0 0 1 1	334 334 0
WESTBOUND	← Left ← Left-Through ← Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		0	0 0 0 0 0	0 0	0 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0 0
	CRITICAL V			th-South: ast-West: SUM:	614 288 902		rth-South: East-West: SUM:	627 288 915			th-South: ast-West: SUM:	733 334 1067			th-South: ast-West: SUM:	746 334 1080			th-South: ast-West: SUM:	744 334 1078
	VOLUME/CAPACITY (V/C	,			0.633			0.642				0.749				0.758				0.756
V/C	LESS ATSAC/ATCS ADJUS				0.533			0.542				0.649				0.658				0.656
	LEVEL OF SERVICE		Cupplemental		Α			Α				В				В				В

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REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.009 $\Delta v/c$ Significant impacted? NO

 $\Delta v/c$ after mitigation: 0.007 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: HAZI	LTINE AVE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
13	East-West Street: CHA	IDLER BL				ction Year			Pe	ak Hour:	AM		wed by:			Project:	T 0 0 1 T	MU	
Ор	No. of Phas posed Ø'ing: N/S-1, E/W-2 or Both-	? NP 0	SB	2 0 0	NB	0 SE	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3 ATSAC-1 or ATSAC+ATCS-	f EB 0	WB	0 2	EB	0 W	B 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Capac			0			0				0				0				0
	MOVEMENT	EXIST	ING CONDI			ING PLUS P				ON W/O PF			RE CONDIT				W/ PROJE		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
₽	↑ Left Left-Through	57	1 0	57	3	60	60	0	64	1 0	64	3	67	1 0	67	0	67	1 0	67
NORTHBOUND	↑ Through ↑ Through-Right	385	1	239	9	394	245	39	473	1 1	289	9	482	1	295	-1	481	1	294
ORTH		93	0	93	3	96	96	0	105	0	105	3	108	0	108	0	107	0	107
z	Left-Right		0							0				0				0	
QNC	← Left ← Left-Through	99	1 0	99	0	99	99	0	111	1 0	111	0	111	1 0	111	0	111	1	111
SOUTHBOUND	→ Through → Through-Right	752	0	774	6	758	780	30	877	0 1	902	6	883	0	908	-1	882	0	907
SOUT	 ✓ Right	22	0 0	0	0	22	0	0	25	0 0 0	0	0	25	0 0 0	0	0	25	0 0 0	0
	→ Left → Left-Through	13	1 0	13	0	13	13	0	15	1 0	15	0	15	1	15	0	15	1 0	15
BOUN	→ Through → Through-Right	566	2	283	0	566	283	0	637	2 0	319	0	637	2	319	0	637	2	319
EASTBOUND	Right Left-Through-Right	233	1 0	205	2	235	205	0	262	1 0	230	2	264	1	231	0	264	1	231
	- ≺ Left-Right		0							0				0				0	
QN		193	1 0	193	2	195	195	0	217	1 0	217	2	219	1 0	219	0	219	1 0	219
WESTBOUND	← Through ← Through-Right	448	0	224	0	448	224	0	505	2 0	253	0	505	2	253	0	505	2	253
WES	Right Left-Through-Right Left-Right	90	1 0 0	41	0	90	41	0	101	1 0 0	46	0	101	1 0 0	46	0	101	1 0 0	46
	CRITICAL VOLUME		rth-South: ast-West: SUM:	831 476 1307		orth-South: East-West: SUM:	840 478 1318			th-South: ast-West: SUM:	966 536 1502			th-South: ast-West: SUM:				th-South: ast-West: SUM:	974 538 1512
	VOLUME/CAPACITY (V/C) RATI	D:		0.871			0.879				1.001				1.009				1.008
V/C	C LESS ATSAC/ATCS ADJUSTMEN	г:		0.771			0.779				0.901				0.909				0.908
	LEVEL OF SERVICE (LOS):		С			С				E				E				Е
	REMARK	: Supplementa	L + 20/ Came	Daw	•							•				•			

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.008 $\Delta v/c$ after mitigation: 0.007 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVE			Yea	r of Count	: 2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
13	East-West Street:	CHANDL	ER BL			Proje	ction Year	2021		Pea	ak Hour:	PM		wed by:			Project:	ICON	MU	
		of Phases			2			2				2		-		2	-			2
Ор	posed Ø'ing: N/S-1, E/W-2 or	r Both-3?	NB 0	0.0	0	NB	0 SE	0 3 0	NB	0	0.0	0	MD	0	SB	0		0	0.0	0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			2		-	2		_		2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI			NG PLUS P				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		81	1	81	2	83	83	0	91	1	91	2	93	1	93	0	93	1	93
NORTHBOUND	← Left-Through			0		_					0				0				0	
] O	Through		818	1	496	7	825	500	63	984	1	590	7	991	1	594	-1	991	1	594
≝	Through-Right		470	1	470	0	475	475	0	405	1	405		407	1	407		407	1	407
OR.			173	0 0	173	2	175	175	0	195	0	195	2	197	0	197	0	197	0	197
ž	Left-Right			0							0				0				0	
₽	→ Left		110	1 0	110	0	110	110	0	124	1	124	0	124	1 0	124	0	124	1 0	124
SOUTHBOUND			558	0	573	11	569	584	61	689	0	706	11	700	0	717	-1	699	0	716
單	→ Through-Right		330	1	3/3		303	304	01	003	1	700	l ''	700	1	717		033	1	710
5	اب Right		15	0	0	0	15	0	0	17	0	0	0	17	0	0	0	17	0	0
SOI	Left-Through-Right			0							0				0				0	
	人, Left-Right		I	0							0				0				0	
	ح Left		36	1	36	0	36	36	0	41	1	41	0	41	1	41	0	41	1	41
EASTBOUND	→ Left-Through			0							0				0				0	
000	→ Through → Through-Right		414	2 0	207	0	414	207	0	466	2	233	0	466	2	233	0	466	2	233
E I	→ Through-Right → Right		71	1	31	4	75	34	0	80	1	35	4	84	1	38	0	84	1	38
EAS	Left-Through-Right		, ,	0	Ŭ.		7.0	0.		00	0	00	· .	01	0	00		0.	0	00
	- ✓ Left-Right		 	0							0				0				0	
	√ Left		124	1	124	4	128	128	0	140	1	140	4	144	1	144	0	143	1	143
9	√ Left-Through		124	0	124	7	120	120	0	170	0	170	_	177	0	174		173	0	143
WESTBOUND	← Through		333	2	167	0	333	167	0	375	2	188	0	375	2	188	0	375	2	188
Ä	Through-Right		404	0	40		404	40		444	0 1	50		444	0	50		444	0	50
ÆS	Right Left-Through-Right		101	1 0	46	0	101	46	0	114	1 0	52	0	114	1 0	52	0	114	1 0	52
>	Left-Right			0							0				0				0	
				th-South:	654		rth-South:	667			th-South:	797			th-South:	810			th-South:	809
	CRITICAL V	OLUMES	E	ast-West: SUM:	331 985	"	East-West: SUM:	335 1002		E	ast-West:	373 1170		E	ast-West:	377 1187		E	ast-West: SUM:	376 1185
	VOLUME/CAPACITY (V/C) RATIO:		SUM:			SUM:				SUM:				SUM:				SUM:	
1//	C LESS ATSAC/ATCS ADJUS	•			0.657			0.668				0.780				0.791				0.790
V/C					0.557			0.568				0.680				0.691				0.690
	LEVEL OF SERVIC		0	. 00/ 0:	A			Α				В				В				В
	RE	MARKS:	Supplemental	+ 2% Comr	m Keq															

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.011 $\Delta v/c$ after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: FULTON	I AV			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/13/2019)
14	East-West Street: RIVERS	IDE DR				ction Year			Pe	ak Hour:	AM		wed by:				ICON		
	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?	ND 0	0.0	2 0		0 0	2 0		0	0.5	2 0				0				2 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2	2 0		0 111	2 0		J	2	2 0		J	,,,,	2 0		0	2	2 0
		EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
۵	Left	115	1	115	0	115	115	1	131	1	131	0	131	1	131	0	131	1	131
NORTHBOUND		448	0 1 0	448	0	448	448	0	505	0 1 0	505	0	505	0 1 0	505	0	505	0 1 0	505
NORTH		208	1 0	158	0	208	158	0	234	1 0	174	0	234	1 0	174	0	234	1 0	174
	→ Left-Right	I	0							0				0				0	
QNI	↓ Left ↓ Left-Through	209	1 0	209	0	209	209	0	235	1 0	235	0	235	1 0	235	0	235	1 0	235
нвоп		836	1 1	479	0	836	479	0	941	1 1	539	0	941	1 1	539	0	941	1 1	539
SOUTHBOUND	✓ Right→ Left-Through-Right✓ Left-Right	121	0 0 0	121	0	121	121	1	137	0 0 0	137	0	137	0 0 0	137	0	137	0 0 0	137
				· • .			_,												
Q	→ Left → Left-Through	54	1 0	54	0	54	54	0	61	1 0	61	0	61	0	61	0	61	1 0	61
EASTBOUND	→ Through → Through-Right	1181	2	591	7	1188	594	4	1334	2	667	7	1341	2	671	-1	1340	2	670
EAST	Right Left-Through-Right Left-Right	125	1 0 0	68	0	125	68	0	141	1 0 0	76	0	141	1 0 0	76	0	140	1 0 0	75
	1 Tourisain	1		ı							I .								
JND	✓ Left ✓ Left-Through	101	1 0	101	0	101	101	7	121	1 0	121	0	121	1 0	121	0	121	1 0	121
WESTBOUND	← Through	911 152	2 0 1	456 48	0	915 152	458 48	7	1033 178	2 0 1	517 61	0	1037 178	2 0 1	519	0	1037 178	2 0 1	519 61
WES	Right Left-Through-Right Left-Right	102	0	40		132	40	,	170	0	01		170	0	01		170	0	01
	CRITICAL VOLUMES		th-South: ast-West: SUM:	657 692 1349		rth-South: East-West: SUM:	657 695 1352			th-South: ast-West: SUM:	740 788 1528			th-South: ast-West: SUM:	740 792 1532			th-South: ast-West: SUM:	740 791 1531
	VOLUME/CAPACITY (V/C) RATIO:			0.899			0.901				1.019				1.021				1.021
V/C	C LESS ATSAC/ATCS ADJUSTMENT:			0.799			0.801				0.919				0.921				0.921
	LEVEL OF SERVICE (LOS):			С			D				E				E				E
	DEMARKO	Supplemental	Analysis																

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.002 $\Delta v/c$ after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	FULTON	AV			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/13/2019)
14	East-West Street:	RIVERSI	DE DR			Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
0		f Phases			2			2				2				2				2
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+/				2			2				2				2				2
-	Override (Capacity	EVICTI	NG CONDIT	0	EVICTI	NG PLUS PI	0	FUTUR	E CONDITI		0	FUTU	RE CONDIT	ION W/ DD	0	FUTUR	W/ PROJE	CT M// BAIT	
	MOVEMENT		EXIST	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		128	1	128	0	128	128	6	150	1	150	0	150	1	150	0	150	1	150
	← Left-Through			0							0				0				0	
30	Through		639	1	639	0	639	639	0	720	1	720	0	720	1	720	0	720	1	720
l ∄ l	Through-Right		182	0 1	122	0	182	122	0	205	0 1	136	0	205	0	136	0	205	0 1	136
NORTHBOUND			102	0	122		102	122	U	200	0	130		203	0	130		203	0	130
z	Left-Right			0							0				0				0	
					5															
9	→ Left → Left-Through		112	1 0	112	0	112	112	0	126	1 0	126	0	126	1 0	126	0	126	1 0	126
SOUTHBOUND	Through		405	1	245	0	405	245	0	456	1	279	0	456	1	279	0	456	1	279
∥ BG	← Through-Right		100	1	2.10		100	210		100	1	2.0		100	1	2.0		100	1	2.0
5	Right		85	0	85	0	85	85	6	102	0	102	0	102	0	102	0	102	0	102
SOI	Left-Through-Right			0							0				0				0	
	↓ Left-Right		I	0							0				0				U	
	ے Left		118	1	118	0	118	118	0	133	1	133	0	133	1	133	0	133	1	133
9	→ Left-Through			0							0				0				0	
l o	→ Through		929	2	465	7	936	468	27	1073	2	537	7	1080	2	540	-1	1080	2	540
EASTBOUND	→ Through-Right → Right		149	0 1	85	0	149	85	0	168	0 1	93	0	168	1	93	0	168	0 1	93
EAS	Left-Through-Right		140	0	00		140	00		100	0	30		100	0	30		100	0	30
	- Left-Right			0							0				0				0	
	Left		121	1	121	0	121	121	3	139	1	139	0	139	1	139	0	139	1	139
9	↓ Leπ ✓ Left-Through		121	0	121	U	121	121	3	139	0	139	U	138	0	139		139	0	139
WESTBOUND	← Through		1070	2	535	9	1079	540	25	1230	2	615	9	1239	2	620	-1	1238	2	619
1B(Through-Right			0							0				0				0	
ES.	Right		178	1 0	122	0	178	122	3	203	1 0	140	0	203	1 0	140	0	203	1 0	140
>	Left-Through-Right Left-Right			0							0				0				0	
	,g		Nor	th-South:	751	No	rth-South:	751		Nor	th-South:	846		Non	th-South:	846		Nor	th-South:	846
	CRITICAL VO	OLUMES	E	ast-West:	653	E	East-West:	658		E	ast-West:	748		E	ast-West:	753		E	ast-West:	752
<u> </u>	VOLUME/OADAOITY 7/10	DATIO		SUM:	1404		SUM:	1409			SUM:	1594			SUM:				SUM:	1598
	VOLUME/CAPACITY (V/C)				0.936			0.939				1.063				1.066				1.065
V/C	C LESS ATSAC/ATCS ADJUS				0.836			0.839				0.963				0.966				0.965
	LEVEL OF SERVIC	, ,			D			D				Е				Е				Е
	DE	MADKC.	Supplemental	Analusia																

REMARKS: Supplemental Analysis

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.003 $\Delta v/c$ after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A

ATTACHMENT E

FOR INFORMATIONAL PURPOSES ONLY Not a CEQA Baseline

Holiday Traffic Evaluation and Supporting CMA Worksheets

Overland Traffic Consultants South Office 952 Manhattan Beach BI, #100 Phone (310) 545-1235 E-mail: liz@overlandtraffic.com

Winter 2017 Holiday Traffic Analysis - Icon Project (Sunkist) at 14130 – 14154 Riverside Drive

At the request of the Council Office, Sherman Oaks Homeowners Association and neighbors, our office has conducted a winter holiday traffic analysis. The traffic analysis was conducted for informational purposes and not considered a new baseline for the Project.

New traffic counts conducted on Saturday, December 23, 2017 mid-day and during the evening. Existing peak hour traffic conditions were evaluated using the highest peak hour between 10:00 AM and 1:00 PM and between 4 PM and 7 PM at the same 14 study intersections as evaluated in the LADOT approved traffic study. Traffic counts are provided in Attachment 1.

Saturday Project traffic volumes were estimated using Institute of Transportation Engineers (ITE) rates, 9th Edition as was used for the prior traffic study. Saturday Peak Hour of Generator rates were used where available. The summary trip generation rates and estimated trips is provided in Attachment 2.

The Project site building is currently being used for periodic and regular filming events. This filming creates trips to and from the site and those generated on the count date are included in the new traffic counts. In order to present a conservative analysis, an additional 50% of the Saturday office trips created by the 127,000 square foot office were added to the existing traffic counts.

Future traffic conditions were determined based on ambient growth of 2% per year and potential traffic volumes created by 14 related projects. Although the current Westfield Fashion Square expansion has been reduced, the holiday future traffic conditions include the prior full entitlement of 220,000 square feet. Related Project traffic volumes and map are provided in Attachment 3.

Existing, Existing + Project Future without Project and Future (2021) With Project operating conditions were estimated using the Critical Movement Analysis (CMA) process as required by LADOT and detailed in the approved February 2015 Traffic Study. As shown in the CMA Summary provided in Table 1 on the following page, no new significant impacts are identified, and mitigation proposed in the prior study mitigate impacts to a level of insignificance if approved and implemented. CMA worksheets are provided in Attachment 5.

7/22/2018

		SAT	Exis			Existi				Existin	-		Future (ture (2				Future		
No.	Intersection	Peak Hour	(20°	17) LOS	CMA	+Proje	Impact	_ Significant Impact	With Pro	ject & I	Mitigation IMPACT	Significant Impact	Without F	Project LOS		ith Pro	impact impact	Significant Impact	With Pro	Ject &	Mitigation IMPACT	Significant Impact
	Magnolia Boulevard &	MID DAY	0.609	В	0.619	В	+ 0.010	NO					0.703	С	0.713		+ 0.010	NO				
	Van Nuys Boulevard	PM	0.611	В	0.618	В	+ 0.007	NO					0.704	С	0.711	С	+ 0.007	NO				
2	Riverside Drive &	MID DAY	0.509	Α	0.552	Α	+ 0.043	NO					0.608	В	0.650	В	+ 0.042	NO				
	Van Nuys Boulevard	PM	0.532	Α	0.563	Α	+ 0.031	NO					0.632	В	0.662	В	+ 0.030	NO				
3	NB 101 Freeway Ramps &	MID DAY	0.546	D*	0.554	D*	+ 0.008	NO					0.626	D*	0.634	D*	+ 0.008	NO				
	Van Nuys Boulevard	PM	0.546	D*	0.551	D*	+ 0.005	NO					0.627	D*	0.632	D*	+ 0.005	NO				
4	SB 101 Freeway Ramps &	MID DAY	0.681	D*	0.692	D*	+ 0.011	NO					0.790	D*	0.802	D	+ 0.012	NO				
	Van Nuys Boulevard	PM	0.666	D*	0.675	D*	+ 0.009	NO					0.774	D*	0.784	D*	+ 0.010	NO				
5	Hazeltine Avenue &	MID DAY	0.469	Α	0.499	Α	+ 0.030	NO					0.565	Α	0.595	Α	+ 0.030	NO				
	Magnolia Boulevard	PM	0.463	Α	0.487	Α	+ 0.024	NO					0.559	Α	0.582	Α	+ 0.023	NO				
6	Hazeltine Avenue &	MID DAY	0.693	В	0.779	С	+ 0.086	YES	0.705	С	0.012	NO	0.872	D	0.977	Ε	+ 0.105	YES	0.862	D	-0.010	NO
	Riverside Drive	PM	0.663	В	0.720	С	+ 0.057	YES	0.627	В	-0.036	NO	0.845	D	0.896	D	+ 0.051	YES	0.784	С	-0.061	NO
7	Hazeltine Avenue &	MID DAY	0.598	Α	0.478	Α	-0.120	NO					0.869	D	0.703	С	-0.166	NO				
	Project/Fashion Sq. Dwys	PM	0.572	Α	0.496	Α	-0.076	NO					0.841	D	0.739	С	-0.102	NO				
8	Hazeltine Avenue &	MID DAY	0.497	Α	0.521	Α	+ 0.024	NO					0.682	В	0.707	С	+ 0.025	NO				
	Ventura Boulevard	PM	0.449	Α	0.469	Α	+ 0.020	NO					0.632	В	0.652	В	+ 0.020	NO				
9	Magnolia Boulevard &	MID DAY	0.487	Α	0.495	Α	+ 0.008	NO					0.565	Α	0.572	Α	+ 0.007	NO				ļ
	Woodman Avenue	PM	0.508	Α	0.513	Α	+ 0.005	NO					0.587	Α	0.592	Α	+ 0.005	NO				
10	Riverside Drive &	MID DAY	0.924	E	0.965	Е	+ 0.041	YES	0.840	D	-0.084	NO	1.049	F	1.090	F	+ 0.041	YES	0.962	Ε	-0.087	NO
	Woodman Avenue	PM	0.912	E	0.941	Е	+ 0.029	YES	0.785	С	-0.127	NO	1.036	F	1.065	F	+ 0.029	YES	0.898	D	-0.138	NO
11	NB 101 Freeway Ramps &	MID DAY	0.710	D*	0.715	D*	+ 0.005	NO					0.815	D	0.821	D	+ 0.006	NO				
	Woodman Avenue	PM	0.714	D*	0.719	D*	+ 0.005	NO					0.822	D	0.827	D	+ 0.005	NO				
12	SB 101 Freeway Ramps &	MID DAY	0.546	D*	0.562	D*	+ 0.016	NO					0.640	D*	0.656	D*	+ 0.016	NO				
	Woodman Avenue	PM	0.546	D*	0.555	D*	+ 0.009	NO					0.640	D*	0.649	D*	+ 0.009	NO				
13	Chandler Boulevard &	MID DAY	0.433	Α	0.449	Α	+ 0.016	NO					0.519	Α	0.535	Α	+ 0.016	NO				
	Hazeltine Avenue	PM	0.428	Α	0.439	Α	+ 0.011	NO					0.513	Α	0.525	Α	+ 0.012	NO				
14	Fulton Avenue &	MID DAY	0.489	Α	0.493	Α	+ 0.004	NO					0.555	Α	0.558	Α	+ 0.003	NO				
	Riverside Drive	PM	0.479	Α	0.482	Α	+ 0.003	NO					0.544	Α	0.547	Α	+ 0.003	NO				

^{*} Although traffic volumes estimate at lower LOS, the LOS is increased to D for conservative analysis.

MITIGATIONS SUMMARY

HOLIDAY TRAFFIC EVALUATION SATURDAY MID DAY PM

Hazeltine & Riverside - TDM & Widen for EB Right Turn Lane

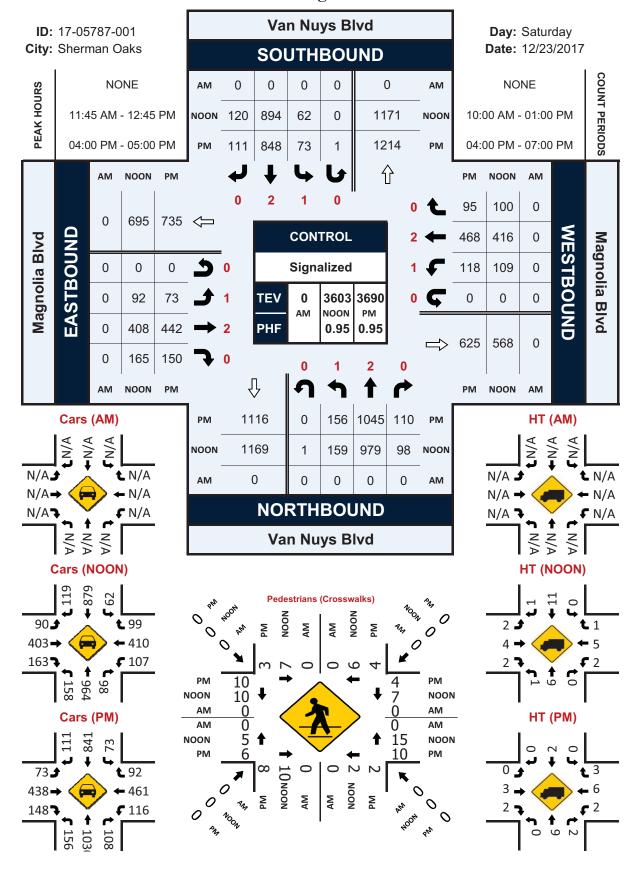
Hazeltine & Woodman - TDM & Move EB Bus Stop from Near side to Far Side



ATTACHMENT 1

TRAFFIC COUNTS
DECEMBER 23, 2017

Van Nuys Blvd & Magnolia Blvd





STREET: North/South	Van Nuys											
East/West	Magnolia			12/22/20:	1.7							
Day:	Saturday	Date:		12/23/20		_Weather:	<u>s</u>	SUNNY				
Hours:	No			Ch	nekrs:	NDS						
School Day:			=			_ I/S CO	DE _					
	N/B	_	S/B			E/B			W/B			
DUAL- WHEELED	61		39			36			50			
BIKES BUSES	18 33		12 32			4 6			7 5			
	N/B	TIME	S/B	TIME		E/B	TIME	_	W/B	TIME		
PM PK 15 MIN	359	16.30	281	16.00		181	16.15		186	16.00		
PM PK HOUR	1311	16.00	1033	16.00		698	16.15		681	16.00		
NORTHBOUND Ap	proach		5	SOUTHBO	OUND App	roach			1	ГОТАL	XING S/L	XING N/L
Hours Lt 10-11 12 11-12 16 12-13 15 16-17 15 17-18 12 18-19 12	3 926 6 1003 6 1045 8 935	Rt Total 73 997 115 1204 95 1254 110 1311 85 1148 91 997		Hours 10-11 11-12 12-13 16-17 17-18 18-19	Lt 70 86 60 74 64 57	847 875 848 4 755	Rt T 87 100 110 111 87 61	Potal 913 1033 1045 1033 906 815		N-S 1910 2237 2299 2344 2054 1812	Ped Sch 25 5 21 0 10 0 7 3 9 0 7 1	Ped Sch 17 1 5 1 12 1 7 0 5 0 5 0
TOTAL 84	8 5494	569 6911	-	TOTAL	411	4778	556	5745		12656	79 9	51 3
EASTBOUND Appr	oach		,	WESTBO	UND Appr	oach			7	ГОТАL	XING W/L	XING E/L
Hours Lt 10-11 5 11-12 7 12-13 9 16-17 7 17-18 5 18-19 3	3 403 4 416 3 442 5 402	Rt Total 133 571 153 629 160 670 150 665 148 605 117 454		Hours 10-11 11-12 12-13 16-17 17-18 18-19	Lt 106 117 108 118 109 118	355 3 417 468 389	Rt 7 67 92 92 95 80 61	503 564 617 681 570 539		E-W 1074 1193 1287 1346 1175 993	Ped Sch 18 0 23 1 14 0 16 0 12 0 10 0	Ped Sch 24 0 17 1 23 1 13 1 10 0 10 0

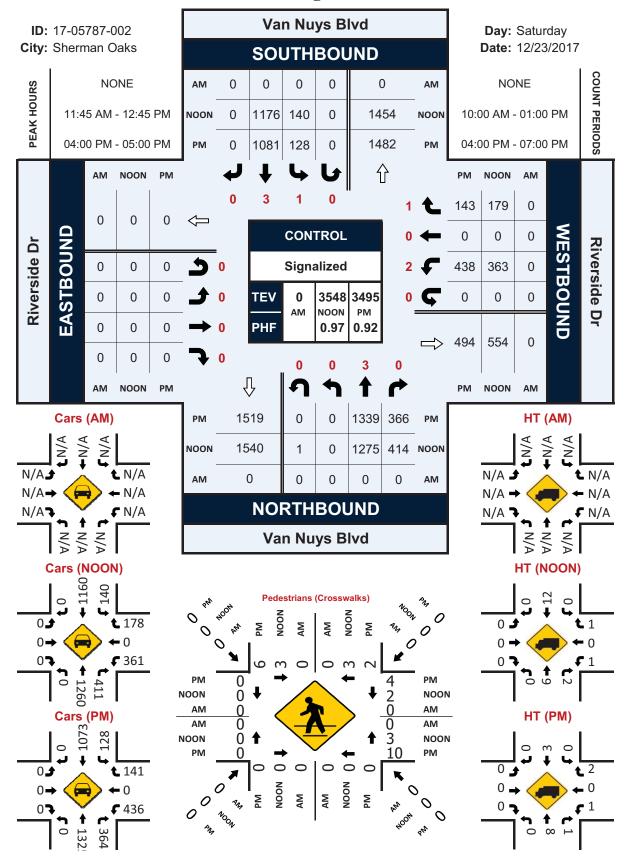
7068

TOTAL

2347

TOTAL

Van Nuys Blvd & Riverside Dr



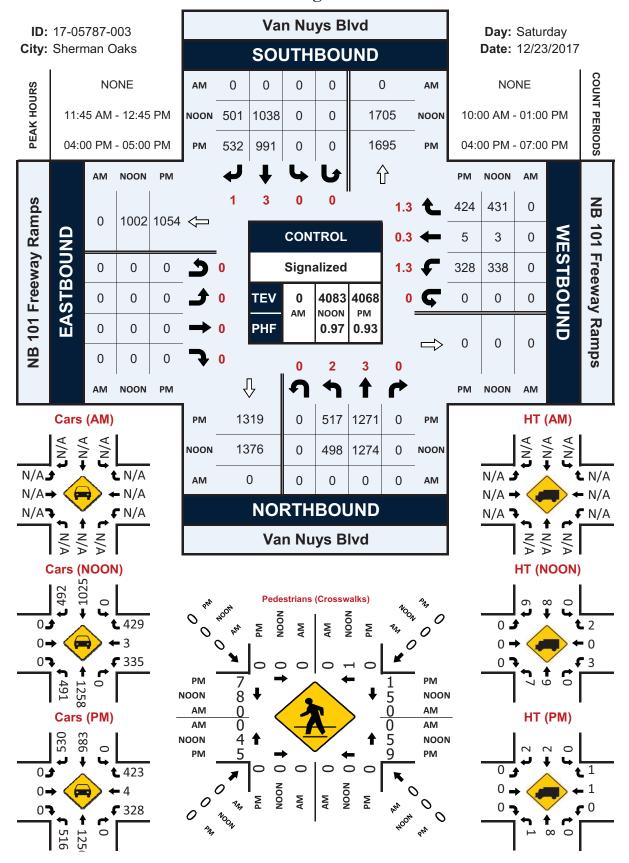
STREET: North/South	Van Nuy	s Blvd										
East/West	Riverside	Dr										
Day:	Saturday	Date:		12/23/2	017	Weather:		SUNNY				
Hours:				(Chekrs:	NDS						
School Day:	No					I/S CO	DE					
DUAL-	N/B		S/B			E/B		_	W/B			
WHEELED	65		42			0			20			
BIKES BUSES	19 39		18 32			0			4 8			
	N/B	TIME	S/B	TIME		E/B	TIME	_	W/B	TIME		
PM PK 15 MIN	476	16.15	328	16.15		0	0.00		170	18.15		
PM PK HOUR	1705	16.00	1218	16.15		0	0.00		615	17.45		
NORTHBOUND Ap	proach			SOUTHE	BOUND App	roach			•	ГОТАL	XING S/L	XING N/L
11-12 12-13 16-17 17-18 18-19	Th 0 1050 0 1165 1 1266 0 1339 1 1141 0 1011	Rt Total 375 142 428 159 422 168 366 170 406 154 357 136	2.5 2.3 3.9 2.5 1.8 8.8	Hours 10-11 11-12 12-13 16-17 17-18 18-19	Lt 118 131 132 128 106 128	1166 1146 1081 1006 892	0 0 0 0 0	Total 1131 1297 1278 1209 1112 1020	- - - - -	N-S 2556 2890 2967 2914 2660 2388	Ped Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped Sch 6 0 5 2 4 0 8 0 11 0 4 0
TOTAL	2 6972	2354 932	28	TOTAL	743	6304	0	7047	Ĺ	16375	0 0	38 2
EASTBOUND Appr	oach			WESTBO	OUND Appro	oach				ГОТАL	XING W/L	XING E/L
11-12 12-13 16-17 17-18	Th 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rt Total 0 0 0 0 0 0 0 0 0 0	0 0 0 0	Hours 10-11 11-12 12-13 16-17 17-18 18-19	Lt 289 336 372 438 411 438	0 0 0	Rt 128 157 196 143 180 169	Total 417 493 568 581 591 607	- - - -	E-W 417 493 568 581 591 607	Ped Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped Sch 8 0 11 1 7 1 14 0 9 0 4 0

TOTAL

TOTAL

973

Van Nuys Blvd & NB 101 Freeway Ramps



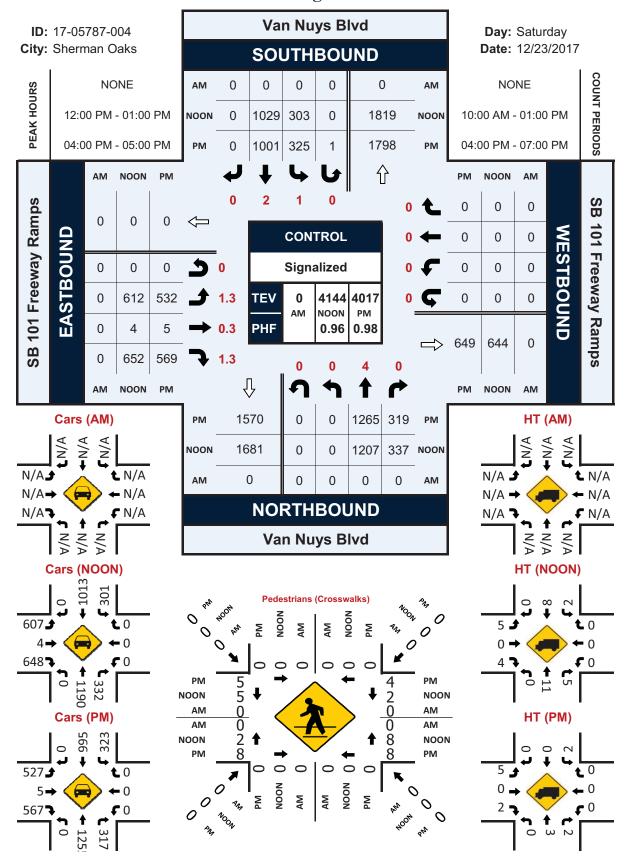


STREET: North/South	Van Nuy	s Blvd										
East/West	NB 101 I	Freeway Ramps										
Day:	Saturday	Date:		12/23/20	017	Weather:		SUNNY				
Hours:				C	Chekrs:	NDS		_				
School Day:	No		-			I/S CO	DE					
DUAL-	N/B	-	S/B			E/B		_	W/B			
WHEELED	69		54			0			32			
BIKES BUSES	18 39		19 40			2			0			
	N/B	TIME	S/B	TIME		E/B	TIME		W/B	TIME		
PMPK 15 MIN	493	16.00	405	16.15		0	0.00		219	16.15		
PM PK HOUR	1788	16.00	1532	16.15		0	0.00		762	16.15		
NORTHBOUND Ap	proach		:	SOUTHE	OUND App	roach			5	ГОТАL	XING S/L	XING N/L
Hours Lt 10-11 41 11-12 41 12-13 54 16-17 51 17-18 50 18-19 48	1 1183 0 1283 7 1271 9 1218	Rt Total 0 1468 0 1594 0 1823 0 1788 0 1727 0 1579		Hours 10-11 11-12 12-13 16-17 17-18 18-19	Lt (1006 1017 0 991 0 938	Rt 399 506 496 532 481 517	1512 1513	- - - -	N-S 2776 3106 3336 3311 3146 2918	Ped Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped Sch 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0
TOTAL 288	0 7099	0 9979		TOTAL	(5683	2931	8614		18593	0 0	1 0
EASTBOUND Appr	oach		,	WESTBO	OUND Appro	oach			7	ГОТАL	XING W/L	XING E/L
11-12 12-13 16-17 17-18	Th 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Rt Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Hours 10-11 11-12 12-13 16-17 17-18 18-19	Lt 326 361 310 328 276	4 0 3 8 5 6 1	Rt 371 416 418 424 332 289	781 731 757 609	- - - -	E-W 702 781 731 757 609 515	Ped Sch 7 0 15 2 7 0 12 0 15 0 4 0	Ped Sch 8 1 18 0 8 1 9 1 13 0 4 0

TOTAL

TOTAL

Van Nuys Blvd & SB 101 Freeway Ramps



TOTAL

6909

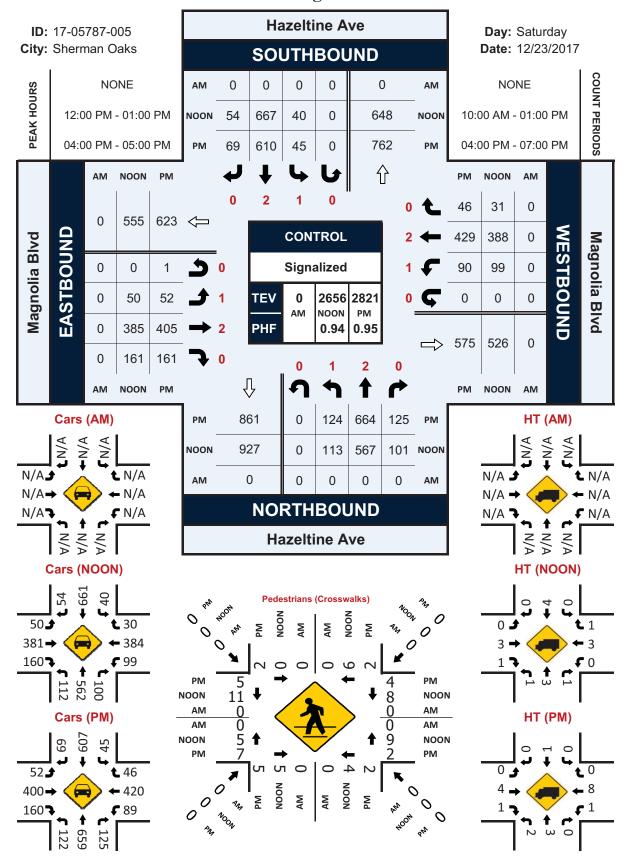
TOTAL

3504

The second control of	1717 11 1071	LIIUII		/111 50	J1 11111	1111					
STREET: North/South	Van Nuys Blvd										
East/West	SB 101 Freeway	Ramps									
Day:	Saturday	Date:	12/23/201	17	Weather:		SUNNY				
Hours:			Ch	ekrs:	NDS						
School Day:	No				I/S CO	DE					
DUAL-	N/B	S/.	3		E/B		_	W/B			
WHEELED BIKES	67 15	4			47 2			0			
BUSES	39	4			0			0			
	N/B TIMI	<u>S/</u>	B TIME		E/B	TIME	-	W/B	TIME		
PM PK 15 MIN	447 16.00	35	0 16.30		308	18.00		0	0.00		
PM PK HOUR	1584 16.00	0 135	3 16.30		1154	17.30		0	0.00		
NORTHBOUND A	proach		SOUTHBO	OUND App	roach			T	TOTAL	XING S/L	XING N/L
11-12 12-13 16-17 17-18	Th Rt 0 919 310 0 985 33: 0 1207 33' 0 1265 31! 0 1189 31: 0 1053 28!	3 1318 7 1544 9 1584 3 1502	Hours 10-11 11-12 12-13 16-17 17-18 18-19	Lt 309 331 303 326 299 237	1022 1029 1001 926	Rt 0 0 0 0 0 0 0 0 0	Total 1236 1353 1332 1327 1225 1050		N-S 2465 2671 2876 2911 2727 2392	Ped Sch 0 0 0 0 0 0 0 0 0 2 0 0 0	Ped Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TOTAL	0 6618 190	8519	TOTAL	1805	5718	0	7523		16042	2 0	0 0
EASTBOUND Appr	roach		WESTBOU	U ND Appr e	oach			7	TOTAL	XING W/L	XING E/L
Hours Lt 10-11 55 11-12 60 12-13 61 16-17 53 17-18 54 18-19 53	16 4 584 2 4 652 12 5 569 12 5 578	4 1194 2 1268 9 1106 8 1125	Hours 10-11 11-12 12-13 16-17 17-18 18-19	Lt (0 0 0 0 0 0 0	Rt 0 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		E-W 1169 1194 1268 1106 1125 1047	Ped Sch 12 0 21 1 7 0 13 0 15 0 4 0	Ped Sch 10 0 14 0 9 1 12 0 14 0 3 0

6909

Hazeltine Ave & Magnolia Blvd



STREET: North/South	Hazeltine .	Ave										
East/West	Magnolia	Blvd										
Day:	Saturday	Date:		12/23/20	17	Weather:		SUNNY				
Hours:				Cl	hekrs:	NDS		_				
School Day:	No		-			I/S CO	DE					
DUAL-	N/B	_	S/B			E/B		_	W/B			
WHEELED BIKES	24 18		12 9			29 3			35 5			
BUSES	10		11			6			6			
	N/B	TIME	S/B	TIME		E/B	TIME	<u> </u>	W/B	TIME		
PMPK 15 MIN	265	17.00	199	16.00		164	16.15	5	177	16.00		
PM PK HOUR	986	16.30	724	16.00		637	16.15	5	565	16.00		
NORTHBOUND Ap	nraach		•	SOUTHR	OUND App	roach			,	ΓΟΤΑL	XING S/L	XING N/L
_		D. T. 1					D.	T . 1				
Hours Lt 10-11 9		Rt Total 79 559		Hours 10-11	Lt 30		Rt 51			N-S 1243	Ped Sch	Ped Sch
11-12 10 12-13 11		81 659 101 781		11-12 12-13	43	+ +	49 54		-	1398 1542	9 0	4 0 6 0
16-17 12 17-18 11		125 913 117 921		16-17 17-18	45 29		69 49		-	1637 1538	7 0	4 0 2 0
18-19		98 762		18-19	32		51		-	1354	0 0	2 0
TOTAL 64	8 3346	601 4595	5	ΓΟΤΑL	225	3569	323	4117		8712	34 2	21 0
EASTBOUND Appr	oach		,	WESTBO	UND Appr	oach			5	ГОТАL	XING W/L	XING E/L
Hours Lt 10-11 4 11-12 3 12-13 5 16-17 5 17-18 4 18-19 4	4 417 0 385 3 405 8 332	Rt Total 172 551 213 664 161 596 161 619 164 544 137 465		Hours 10-11 11-12 12-13 16-17 17-18 18-19	Lt 79 99 90 69 69	7 324 9 388 0 429 9 343	Rt 33 35 31 46 45 33	5 436 518 5 565 457	- - - -	E-W 989 1100 1114 1184 1001 915	Ped Sch 8 0 7 1 16 0 12 0 9 0 0 0	Ped Sch 9 0 6 2 17 0 5 1 9 1 3 0

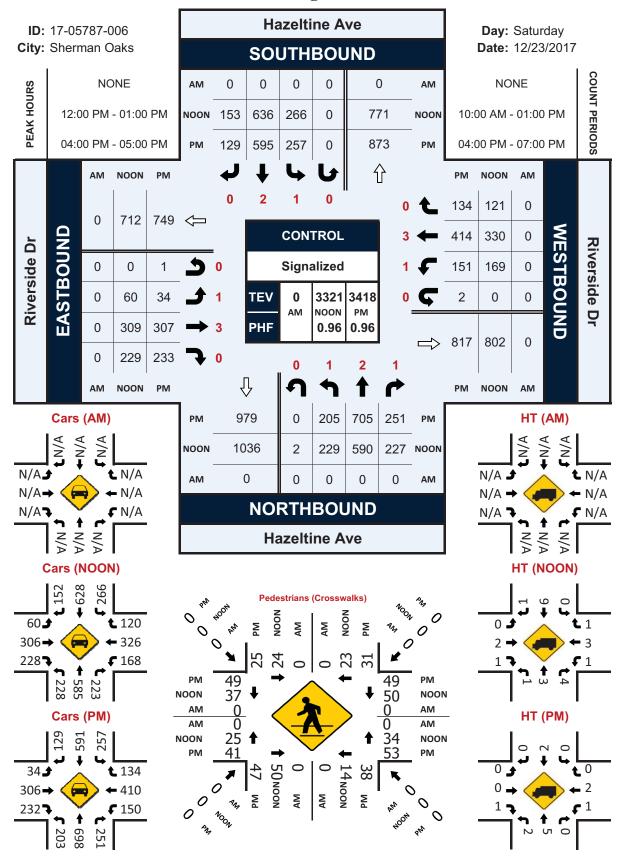
6303

TOTAL

272 2159 1008

TOTAL

Hazeltine Ave & Riverside Dr





270 1831 1281 3382

TOTAL

STREET: North/South East/West	Hazeltine Ave Riverside Dr					
Day:	Saturday Date:	12/23/2017	Weather: SUNNY			
Hours:		Chekrs:	NDS			
School Day:	No		I/S CODE			
DUAL- WHEELED	N/B 40	S/B 22	E/B	W/B 19		
BIKES BUSES	20 10	14 11	4 6	9 8		
	N/B TIME	S/B TIME	E/B TIME	W/B TIME		
PM PK 15 MIN	325 17.15	257 16.30	156 17.30	189 16.00		
PM PK HOUR	1225 16.30	981 16.00	601 17.15	701 16.00		
NORTHBOUND Ap	proach	SOUTHBOUND App	proach	TOTAL	XING S/L	XING N/L
Hours Lt 10-11 18 11-12 19 12-13 23 16-17 20 17-18 26 18-19 27	6 530 194 920 1 590 227 1048 5 705 251 1161 1 704 233 1198	Hours Lt 10-11 24 11-12 25 12-13 26 16-17 25 17-18 21 18-19 22	8 672 121 1051 6 636 153 1055 7 595 129 981 1 564 110 885	N-S 1686 1971 2103 2142 2083 1889	Ped Sch 33 2 43 8 60 4 82 3 50 0 32 2	Ped Sch 27 0 33 7 46 1 50 6 61 3 33 1
TOTAL 135	7 3540 1236 6133	TOTAL 145	7 3558 726 5741	11874	300 19	250 18
EASTBOUND Appr	oach	WESTBOUND Appr	oach	TOTAL	XING W/L	XING E/L
Hours Lt 10-11 2 11-12 4 12-13 6 16-17 3 17-18 6 18-19 4	1 331 219 591 0 309 229 598 5 307 233 575 3 321 196 580	Hours Lt 10-11 14 11-12 16 12-13 16 16-17 15 17-18 16 18-19 16	2 292 97 551 9 330 121 620 3 414 134 701 6 328 121 615	E-W 970 1142 1218 1276 1195 1098	Ped Sch 39 2 44 6 61 1 84 6 39 0 25 2	Ped Sch 24 0 45 8 75 9 100 2 81 1 45 1

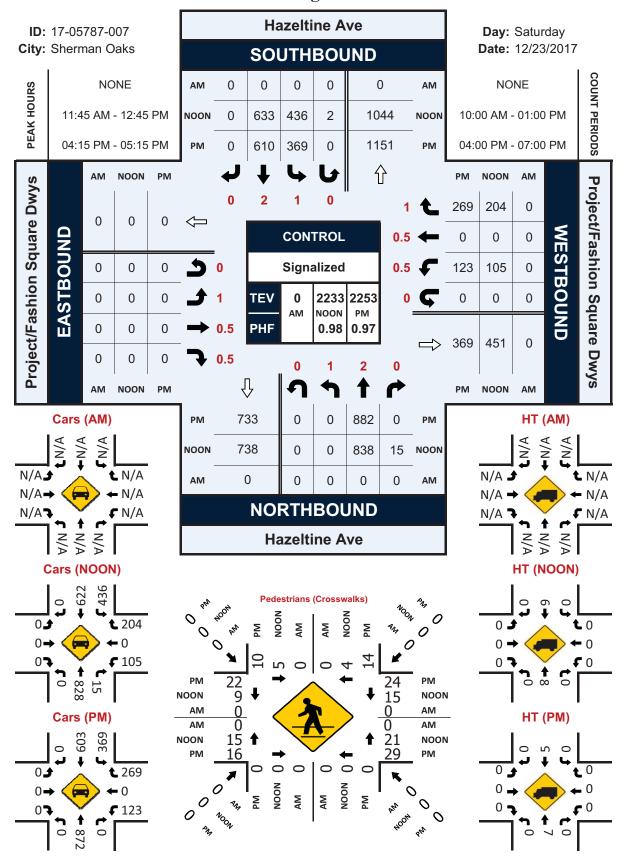
959 1913

TOTAL

645

6899

Hazeltine Ave & Project/Fashion Square Dwys



STREET: North/South	Hazeltine Ave	;										
East/West	Project/Fashio	on Square Dwys										
Day:	Saturday	Date:		12/23/20	17	Weather:		SUNNY				
Hours:				Cł	nekrs:	NDS		<u>-</u>				
School Day:	No		_			I/S CO	DE					
DUAL-	N/B	_	S/B			E/B		_	W/B			
WHEELED BIKES	37 21		28 11			0			0			
BUSES	10		11			0			0			
	N/B TIM	<u>ME</u>	S/B	TIME		E/B	TIME	- <u>-</u>	W/B	TIME		
PM PK 15 MIN	227 17.	.00	255	16.15		0	0.00		115	17.00		
PM PK HOUR	882 16.	.15	979	16.15		0	0.00		411	17.00		
NORTHBOUND Ap	proach		S	SOUTHBO	OUND App	roach			1	ГОТАL	XING S/L	XING N/L
11-12 12-13 16-17 17-18	0 705 0 862 0 878 0 799	Total 61 644 84 789 5 867 0 878 1 800 63 645	i i i i	Hours 10-11 11-12 12-13 16-17 17-18	Lt 398 419 442 360 367	623 606 609 548	Rt 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1042 1048 969 915		N-S 1578 1831 1915 1847 1715 1516	Ped Sch 0 0 0 0 0 0 0 0 0 0 0 0 1 0	Ped Sch 9 1 9 1 9 1 24 4 13 1 10 0
TOTAL	0 4309 3	4623	7	ГОТАL	2352	3427	0	5779		10402	1 0	74 8
EASTBOUND Appr	oach		,	WESTBO	UND Appro	oach			7	ГОТАL	XING W/L	XING E/L
11-12 12-13 16-17 17-18	Th Rt 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	i i i	Hours 10-11 11-12 12-13 16-17 17-18	Lt 82 101 107 117 108 102	0 0 0	Rt 107 165 204 258 303 257	266 311		E-W 189 266 311 375 411 359	Ped Sch 13 1 28 1 22 1 39 6 13 1 8 0	Ped Sch 34 1 28 2 54 3 54 0 51 0 36 0

TOTAL

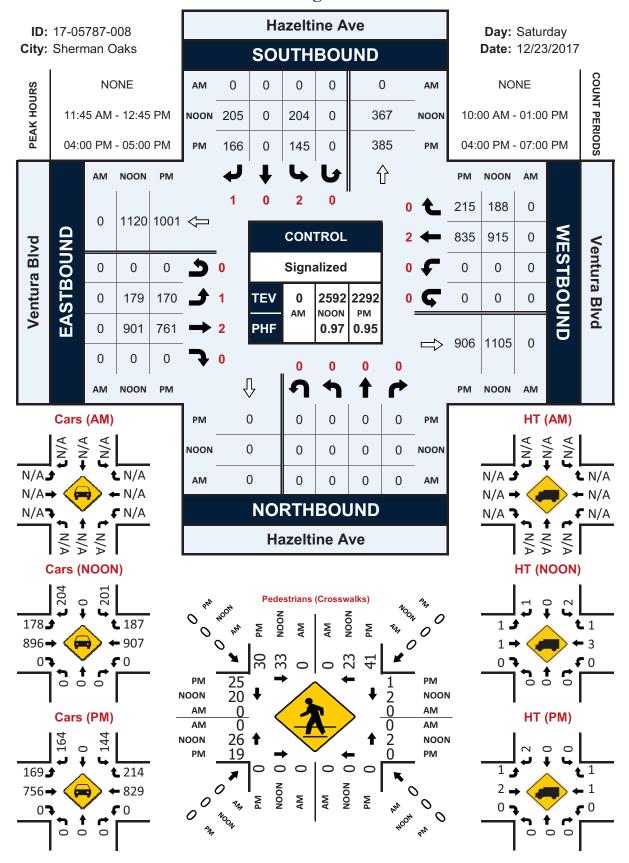
TOTAL

0 1294 1911

123 10

1911

Hazeltine Ave & Ventura Blvd



TOTAL

TOTAL

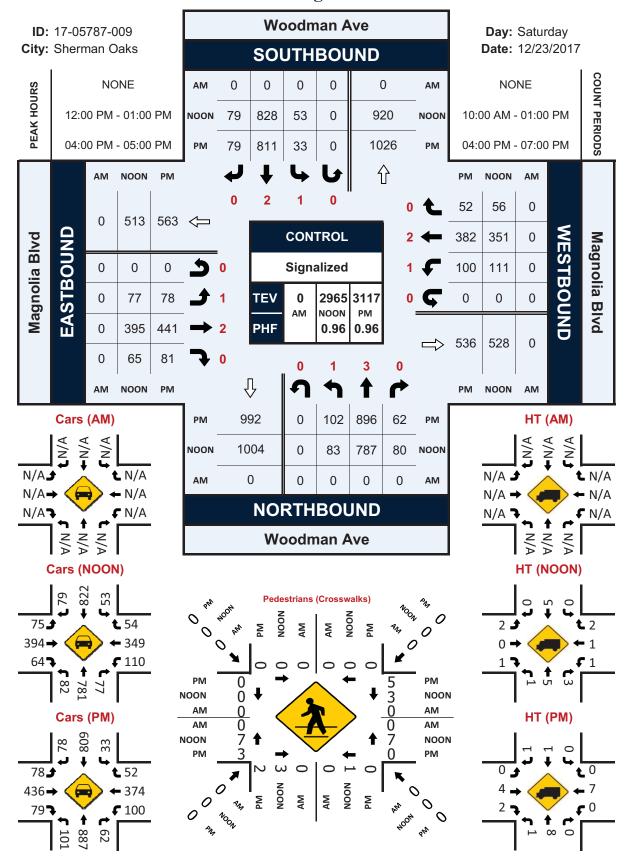
The second second	1411 11 101 11		OIVI D		. 1			
STREET: North/South	Hazeltine Ave							
East/West	Ventura Blvd							
Day:	Saturday D	rate: 12/23/	2017	Weather:	SUNNY			
Hours:			Chekrs:	NDS				
School Day:	No			I/S CODE				
DUAL- WHEELED BIKES BUSES	0 0 0	S/B 15 6 7		E/B 29 15 22	_	W/B 31 19 29		
	N/B TIME	S/B TIME	<u>.</u>	E/B TI	ME	W/B TIME	<u>1</u>	
PMPK 15 MIN	0.00	94 17.00		252 17	.45	283 16.00	1	
PM PK HOUR	0 0.00	340 16.45		954 17	7.00	1050 16.00	1	
NORTHBOUND Ap	•	SOUTI otal Hours	IBOUND App	oroach Th R	t Total	TOTAI N-S	L XING S/L Ped Sch	XING N/L Ped Sch
10-11 11-12 12-13 16-17 17-18	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 10-11 0 11-12 0 12-13 0 16-17 0 17-18 0 18-19	12: 18: 18: 14: 13:	8 0 8 0 5 0 5 0	155 283 174 362 215 400 166 311 192 331 196 335	283 362 400 311 331 335	0 0 0 0 0 0 0 0 0 0	44 5 36 3 66 5 68 3 65 1 49 0
TOTAL	0 0 0	0 TOTAL	92	4 0 1	098 2022	2022	0 0	328 17
EASTBOUND Appr	roach	WEST	BOUND Appr	oach		TOTAL	L XING W/L	XING E/L
Hours Lt 10-11 15 11-12 16 12-13 17 16-17 17 17-18 17 18-19 15	6 714 0 4 770 0 6 875 0 0 761 0 5 779 0	otal Hours 870 10-11 934 11-12 1051 12-13 931 16-17 954 17-18 871 18-19		0 828 0 905 0 835 0 757	t Total 157 820 182 1010 192 1097 215 1050 161 918 157 915	E-W 1690 1944 2148 1981 1872	28 1 56 5 44 0 29 1	Ped Sch

0 4746

11421

216

Woodman Ave & Magnolia Blvd





STREET: North/South	Woodman Ave					
East/West	Magnolia Blvd					
Day:	Saturday Date:	12/23/2017	Weather: SUNNY			
Hours:		Chekrs:	NDS			
School Day:	No		I/S CODE			
DUAL	N/B	S/B	E/B	W/B		
DUAL- WHEELED BIKES	48 9	26 8	27 2	25 4		
BUSES	6	6	6	6		
	N/B TIME	S/B TIME	E/B TIME	W/B TIME		
PM PK 15 MIN	280 16.45	257 16.00	160 16.30	152 16.00		
PM PK HOUR	1079 16.30	923 16.00	600 16.00	556 17.30		
NORTHBOUND Ap	proach	SOUTHBOUND App	roach	TOTAL	XING S/L	XING N/L
Hours Lt 10-11 6 11-12 6 12-13 8	2 675 70 807	Hours Lt 10-11 30 11-12 58 12-13 53	8 834 60 952	N-S 1555 1759 1910	Ped Sch	Ped Sch 2 0 1 0 0 0
16-17 10 17-18 7 18-19 5	2 896 62 1060 5 872 57 1004	16-17 33 17-18 47 18-19 40	8 811 79 923 7 741 58 846	1983 1850 1747	2 0 5 0 1 0	0 0 1 0 0 0
TOTAL 43	8 4672 390 5500	TOTAL 261	4665 378 5304	10804	20 3	4 0
EASTBOUND Appr	oach	WESTBOUND Appr	oach	TOTAL	XING W/L	XING E/L
Hours Lt 10-11 4 11-12 5 12-13 7 16-17 7 17-18 7 18-19 6	6 406 83 545 7 395 65 537 8 441 81 600 3 353 71 497	Hours Lt 10-11 94 11-12 92 12-13 111 16-17 100 17-18 109 18-19 112	2 310 57 459 351 56 518 0 382 52 534 0 327 73 509	E-W 916 1004 1055 1134 1006 935	Ped Sch 6 0 5 3 4 3 2 1 7 0 1 0	Ped Sch 3 1 4 5 9 1 1 4 2 0 8 0

345

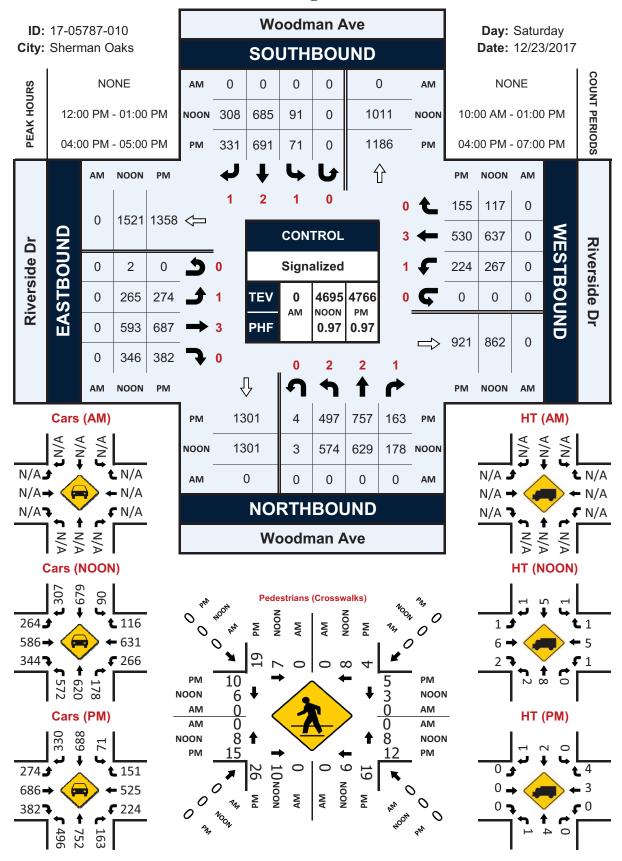
6050

TOTAL

2249

TOTAL

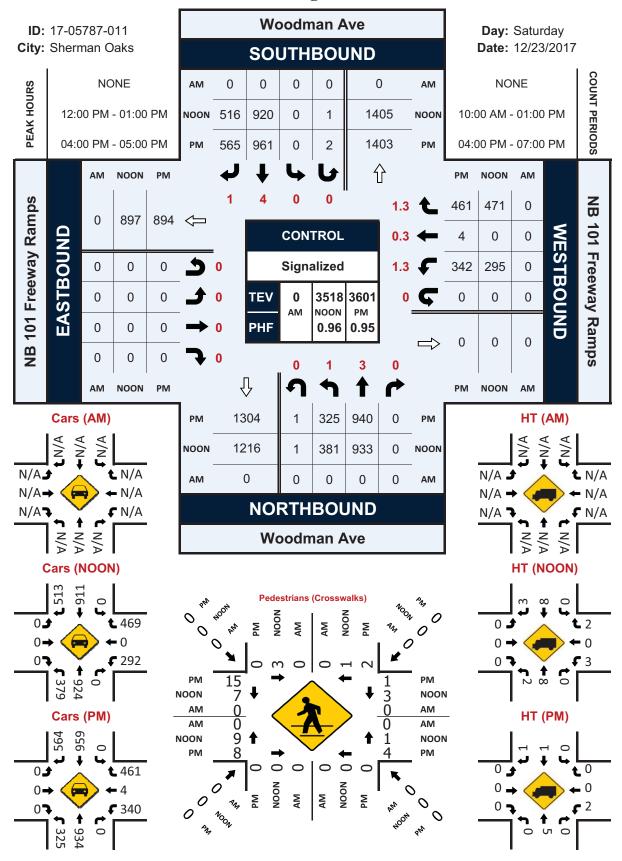
Woodman Ave & Riverside Dr





STREET: North/South	Woodman Ave			_		
East/West	Riverside Dr			_		
Day:	Saturday Date:	12/23/2017	Weather: SUNN	Υ		
Hours:		Chekrs:	NDS			
School Day:	No	-	I/S CODE			
DUAL- WHEELED BIKES BUSES	N/B 49 7 6	S/B 30 7 6	E/B 17 9 6			
PM PK 15 MIN PM PK HOUR	N/B TIME 387 16.15 1424 16.15	S/B TIME 291 16.00 1093 16.00	E/B TIME 341 17.30 1343 16.00	W/B TIME 261 18.00 949 17.45		
NORTHBOUND A	pproach	SOUTHBOUND	Approach	TOTAL	XING S/L	XING N/L
11-12	Th Rt Total 59 534 169 1162 34 537 165 1236 77 629 178 1384 01 757 163 1421 29 670 163 1262 42 646 152 1140	Hours 10-11 11-12 12-13 16-17 17-18 18-19	Lt Th Rt Total 77 648 268 992 72 695 312 1079 91 685 308 1084 71 691 331 1092 64 655 279 998 52 581 285 918	2315 4 2468 3 2514 8 2260	Ped Sch 16 0 17 1 17 2 35 10 27 11 18 8	Ped Sch 8 0 11 1 15 0 22 1 10 0 8 0
TOTAL 28	42 3773 990 7605	TOTAL	427 3955 1783 6163	13770	130 32	74 2
EASTBOUND App	roach	WESTBOUND A	pproach	TOTAL	XING W/L	XING E/L
11-12 2 12-13 2 16-17 2 17-18 2 18-19 3	60 414 281 855 43 521 294 1058 67 593 346 1206 74 687 382 1343 55 675 376 1306 16 550 331 1197	10-11 11-12 12-13 16-17 17-18 18-19	Lt Th Rt Total 220 467 77 76- 257 544 107 90 267 637 117 102 224 530 155 90 210 504 130 84- 255 500 112 86	8 1966 2227 2252 4 2150 7 2064	Ped Sch 7 0 19 0 14 0 19 6 12 0 6 0	Ped Sch 5 0 10 0 11 0 13 4 10 0 13 0
TOTAL 15	15 3440 2010 6965	TOTAL	1433 3182 698 5313	12278	77 6	62 4

Woodman Ave & NB 101 Freeway Ramps



The same of the sa	1111111101	LL IIU			7111 50	71411411	11(1					
STREET: North/South	Woodman Av	e										
East/West	NB 101 Freew	ay Ramps										
Day:	Saturday	Date:		12/23/201	17	Weather:	;	SUNNY				
Hours:				Ch	ekrs:	NDS						
School Day:	No		_			I/S CO	DE					
DUAL-	N/B	_	S/B			E/B		_	W/B			
WHEELED BIKES BUSES	50 6 6		44 9 6			0 0 0			19 0 0			
	N/B TIM	<u>ме</u>	S/B	TIME		E/B	TIME	_	W/B	TIME		
PM PK 15 MIN	353 16.	15	398	16.00		0	0.00		216	16.15		
PM PK HOUR	1282 16.	15	1528	16.00		0	0.00		807	16.00		
NORTHBOUND Ap	proach		5	SOUTHBO	OUND App	roach			7	ГОТАL	XING S/L	XING N/L
Hours Lt 10-11 32 11-12 32 12-13 38 16-17 32 17-18 31 18-19 26	1 833 2 933 6 940 3 917	Total 0 1080 0 1154 0 1315 0 1266 0 1230 0 1114	-	Hours 10-11 11-12 12-13 16-17 17-18	Lt 3 2 1 2 5 4	920 961 952	Rt 385 472 516 565 548 604	Total 1178 1323 1437 1528 1505 1442		N-S 2258 2477 2752 2794 2735 2556	Ped Sch 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ped Sch
TOTAL 193	3 5226	0 7159	-	ΓΟΤΑL	17	5306	3090	8413		15572	0 0	16 1
EASTBOUND Appr	oach		,	WESTBOU	U ND Appr o	oach			1	ГОТАL	XING W/L	XING E/L
11-12 12-13 16-17 17-18	Th Rt 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-	Hours 10-11 11-12 12-13 16-17 17-18	Lt 306 323 295 342 225	2 0 4 0	Rt 389 420 471 461 333 286	Total 698 745 766 807 558 466		E-W 698 745 766 807 558 466	Ped Sch 10 0 16 0 16 0 21 2 6 1 9 2	Ped Sch 3 0 3 0 4 0 5 0 6 1 3 0

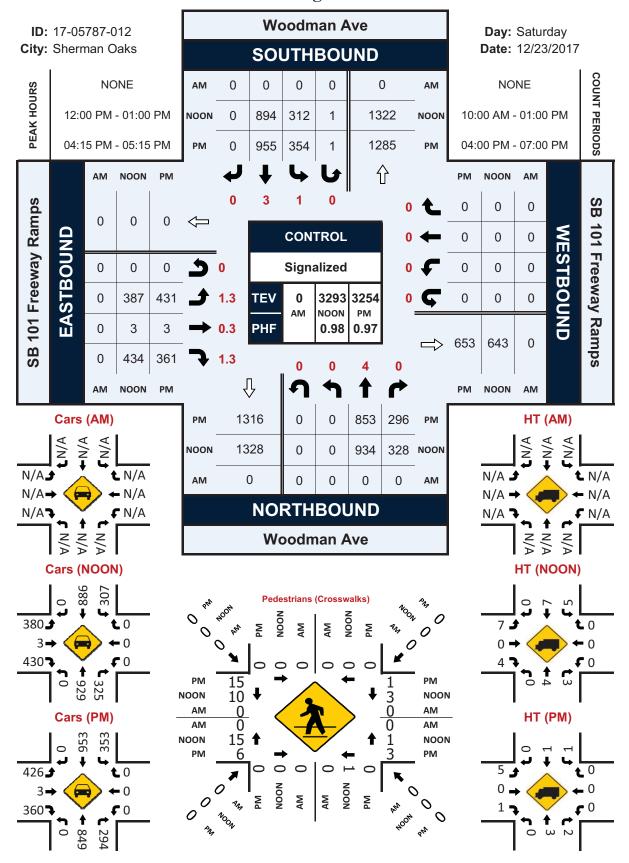
TOTAL

TOTAL

10 2360

4040

Woodman Ave & SB 101 Freeway Ramps



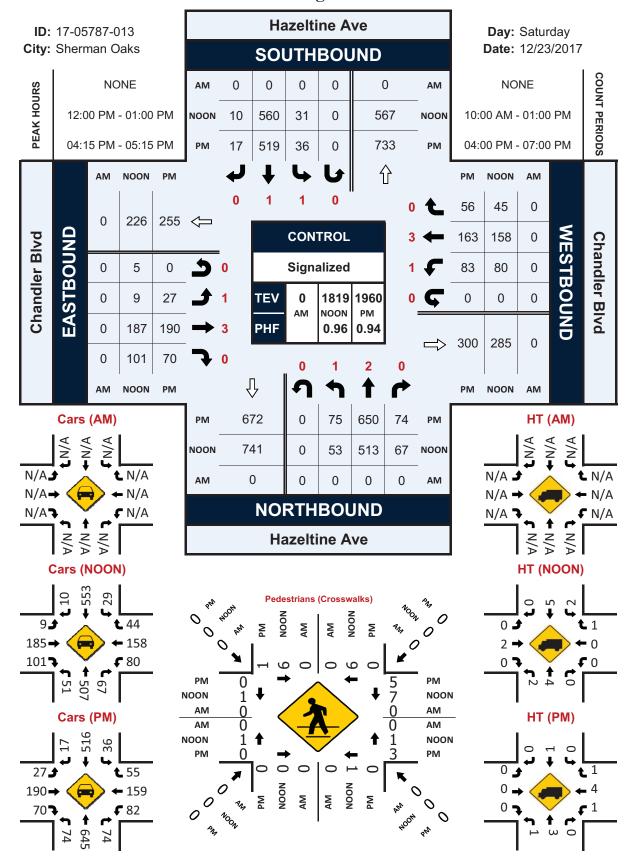
19 2372 4756

TOTAL

TOTAL

STREET: North/South	Woodman Ave					
East/West	SB 101 Freeway Ramps					
Day:	Saturday Date:	12/23/2017	Weather: SUNNY			
Hours:		Chekrs:	NDS			
School Day:	No		I/S CODE			
DUAL-	N/B	S/B	E/B_	W/B		
WHEELED	42	35	33	0		
BIKES BUSES	6 6	11 6	0	0		
20020	N/B TIME	S/B TIME	E/B TIME	W/B TIME		
PM PK 15 MIN	325 16.15	337 16.45	234 17.15	0 0.00		
PM PK HOUR	1149 16.15	1310 16.00	879 17.15	0 0.00		
NORTHBOUND A	proach	SOUTHBOUND A	pproach	TOTAL	XING S/L	XING N/L
11-12 12-13 16-17 17-18	Th Rt Total 0 751 277 1028 0 784 291 1075 0 934 328 1262 0 852 287 1139 0 793 314 1107 0 687 222 909	11-12 12-13 16-17 17-18	t Th Rt Total 277 815 0 1092 815 857 0 1172 813 894 0 1207 845 965 0 1310 858 820 0 1178 809 698 0 1007	N-S 2120 2247 2469 2449 2285	Ped Sch 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	Ped Sch 0 0 0 0 0 0 0 0 0 0 1 0 2 0
TOTAL	0 4801 1719 6520	TOTAL 1	917 5049 0 6966	13486	1 0	3 0
EASTBOUND Appr	roach	WESTBOUND Ap	proach	TOTAL	XING W/L	XING E/L
Hours Lt 10-11 33 11-12 36 12-13 38 16-17 41 17-18 44 18-19 42	0 1 377 738 7 3 434 824 4 5 374 793 1 5 404 850	Hours L 10-11 11-12 12-13 16-17 17-18 18-19	t Th Rt Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	E-W 731 738 824 793 850 820	Ped Sch 26 0 22 0 25 0 26 0 12 0 9 0	Ped Sch 3 0 3 0 4 0 5 1 8 0 4 0

Hazeltine Ave & Chandler Blvd

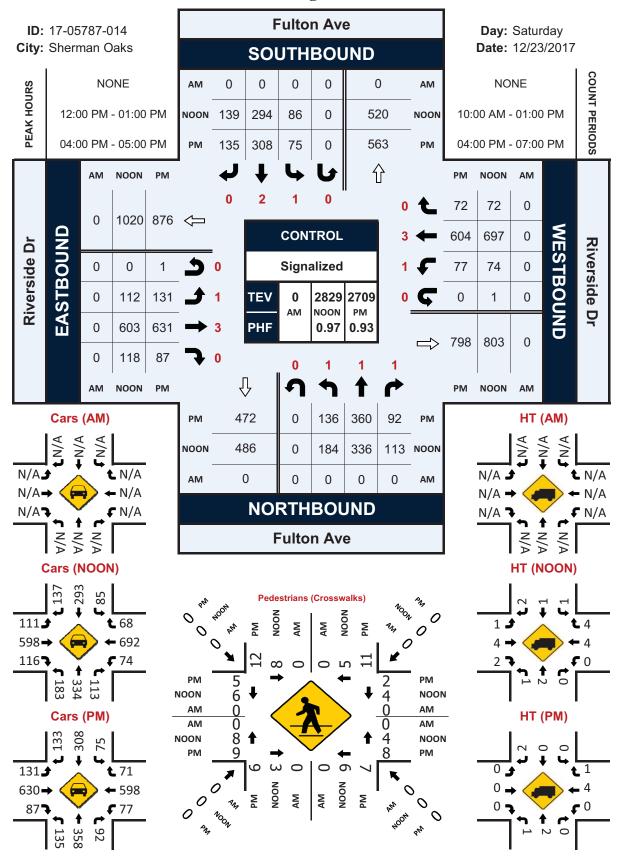


STREET: North/South	Hazeltine Ave					
East/West	Chandler Blvd					
Day:	Saturday Date:	12/23/2017	Weather: SUNNY			
Hours:		Chekrs:	NDS			
School Day:	No		I/S CODE			
DUAL- WHEELED	N/B	S/B 15	E/B	W/B 15		
BIKES	15	7	3	15		
BUSES	10	11	0	0		
	N/B TIME	S/B TIME	E/B TIME	W/B TIME		
PM PK 15 MIN	219 16.30	162 16.30	76 16.45	90 17.00		
PM PK HOUR	830 16.30	597 16.00	289 16.00	302 16.15		
NORTHBOUND AP	proach	SOUTHBOUND App	oroach	TOTAL	XING S/L	XING N/L
Hours Lt 10-11 3 11-12 4 12-13 5 16-17 8 17-18 5 18-19 5	9 441 47 537 3 513 67 633 0 623 61 764 6 632 71 759	Hours Lt 10-11 3' 11-12 3: 12-13 3 16-17 3' 17-18 3 18-19 2-	3 558 14 605 1 560 10 601 7 543 17 597 1 479 10 520	N-S 1004 1142 1234 1361 1279 1104	Ped Sch 0 0 5 0 1 0 0 0 0 0 0 0 0 0	Ped Sch 13 0 8 0 12 0 1 0 2 0 4 0
TOTAL 32	8 3094 345 3767	TOTAL 193	3 3083 81 3357	7124	6 0	40 0
EASTBOUND Appr	oach	WESTBOUND Appr	oach	TOTAL	XING W/L	XING E/L
Hours Lt 10-11 11-12 2 12-13 1 16-17 2 17-18 1 18-19 2	4 187 101 302 3 187 79 289 6 166 60 242	Hours Lt 10-11 73 11-12 66 12-13 88 16-17 88 17-18 74 18-19 66	7 112 46 225 0 158 45 283 6 152 46 284 4 139 43 256	E-W 464 515 585 573 498 480	Ped Sch 0 0 1 0 2 0 0 0 0 0 0 0 0 0	Ped Sch

TOTAL

TOTAL

Fulton Ave & Riverside Dr



STREET: North/South	Fulton Ave					
East/West	Riverside Dr					
Day:	Saturday Date:	12/23/2017	Weather: SUNNY			
Hours:		Chekrs:	NDS			
School Day:	No		I/S CODE			
DUAL- WHEELED BIKES BUSES	N/B	S/B 14 7 0	E/B 	W/B 22 15 8		
PM PK 15 MIN PM PK HOUR	N/B TIME 169 16.00 588 16.00	S/B TIME 135 16.45 518 16.00	E/B TIME 221 16.00 850 16.00	W/B TIME 242 18.15 852 17.45		
NORTHBOUND Ap	proach	SOUTHBOUND A	pproach	TOTAL	XING S/L	XING N/L
Hours Lt 10-11 13 11-12 17 12-13 18 16-17 13 17-18 8 18-19 10	3 287 91 551 4 336 113 633 6 360 92 588 8 293 110 491	11-12 1 12-13 1 16-17 17-18	Th Rt Total 76 318 102 496 02 330 120 552 86 294 139 519 75 308 135 518 75 262 116 453 55 224 93 372	N-S 941 1103 1152 1106 944 766	Ped Sch 13 0 12 0 8 1 13 3 9 3 4 0	Ped Sch 15 0 18 0 13 0 22 1 25 0 8 0
TOTAL 81	2 1721 569 3102	TOTAL 4	69 1736 705 2910	6012	59 7	101 1
EASTBOUND Appr	roach	WESTBOUND App	proach	TOTAL	XING W/L	XING E/L
Hours Lt 10-11 8 11-12 10 12-13 11 16-17 13 17-18 14 18-19 12 TOTAL 70	5 533 107 745 2 603 118 833 2 631 87 850 6 595 88 829 5 557 89 771	11-12 12-13 16-17 17-18 18-19	Th Rt Total 78 507 45 630 94 597 75 766 75 697 72 844 77 604 72 753 76 591 78 745 80 613 72 765	E-W 1234 1511 1677 1603 1574 1536	Ped Sch 23 0 23 1 14 0 11 3 10 1 6 0	Ped Sch 3 0 11 0 8 0 9 1 5 0 5 0
101AL /0	0 3330 390 4032	TOTAL 4	3007 414 4303	9133	0/ 3	41 1



ATTACHMENT 2

PROJECT TRIP GENERATION

TRIP GENERATION RATES 9th Edition & CALCULATIONS

MODIFIED DEVELOPMENT WITH REDUCED DENSITY Saturday Peak Hour of Generator

ITE		Sa	at Peak Ho	our
<u>Code</u>	<u>Description</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
220	Apartments	54%	46%	0.93
710	Office	54%	46%	0.43
820	Shopping Center	48%	52%	3.71
850	Grocery Store	51%	49%	10.65
932	Highturnover Restaurant	53%	47%	14.07

ITE	PROJECT TRIPS		Sa	at Peak Ho	our
Code	<u>Description</u>	<u>Size</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
	Proposed Project				
	<u>Residential</u>				
220	Apartments	278 units	140	119	259
	<u>Commercial</u>				
932	Restaurant	10,687 sf	80	70	150
	Internal	10%	-8	-7	-15
	Pass-By	20%	<u>-14</u>	<u>-13</u>	<u>-27</u>
	Subtotal Restaurant		58	50	108
820	Retail	1,500 sf	3	3	6
	Internal	10%	0	-1	-1
	Pass-By	10%	<u>0</u>	<u>0</u>	<u>0</u>
	Subtotal Retail		3	2	5
850	Grocery Store	15,190 sf	83	79	162
	Internal	10%	-8	-8	-16
	Pass-By	40%	<u>-29</u>	<u>-29</u>	<u>-58</u>
	Subtotal Grocery		46	42	88
	Subtotal All Commercial	27,377 sf	107	94	202
	NET NEW TRIPS TOTAL		247	213	460
	+ office	127,000 sf	29	25	55

27

15

13

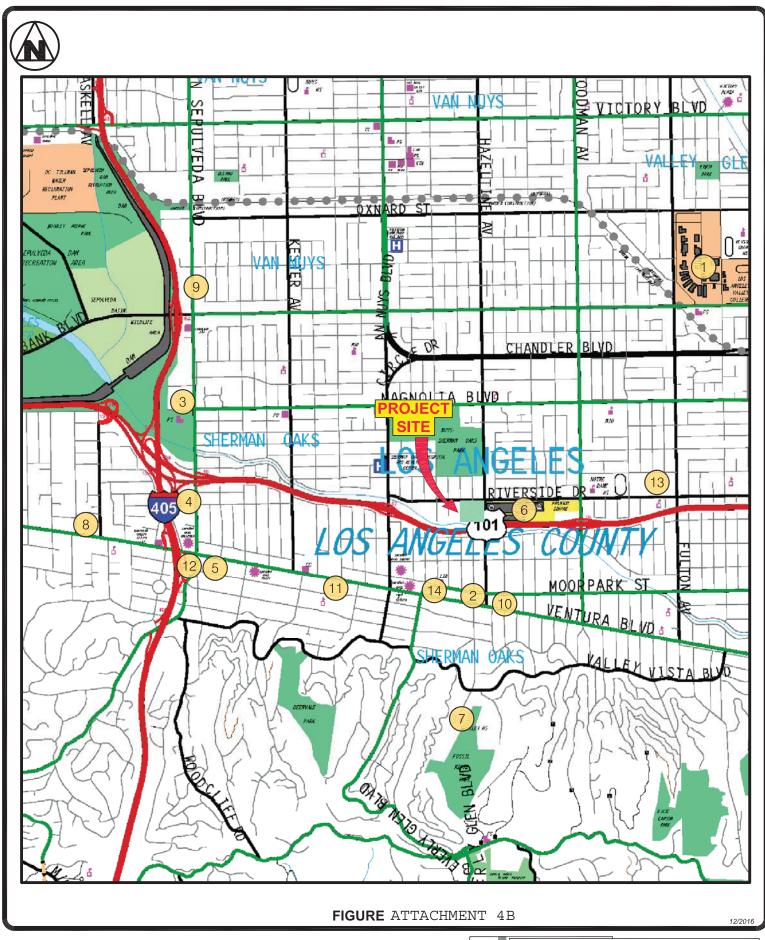
50% office



ATTACHMENT 3

RELATED PROJECT INFORMATION

					Sa	ıt Peak F	<u> lour</u>
<u>No</u>	<u>Location</u>			<u>Description</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
1	5800 Fulton Av			LA Valley College Expansion	42	24	66
2	14121 Ventura BI	88 6,000 3,500 -7,000	sf	Apartment Retail Fast Food without Drive Through Demolish	39 8 <u>30</u> 76	19 10 <u>29</u> 58	58 18 <u>59</u> 134
3	15365 Magnolia BI	,		Emek Hebrew Academy Expansion	4	5	10
4	4805 N Sepulveda BI (II Villaggio)	325 52,000	units sf	Apartment Retail Subtotal	142 <u>163</u> 257	70 <u>150</u> 195	211 <u>313</u> 452
5	15222 Ventura BI (complete-not occupied at time of counts)	50 4,590	units sf	Condominium Retail Subtotal	22 <u>14</u> 36	11 <u>13</u> 24	33 <u>27</u> 60
6	14006 Riverside Dr	220,000	sf	Fashion Square Expansion	501	463	964
7	3900 Stansbury Av	80	student	Buckley School Expansion	2	3	5
8	15729 Ventura BI	259	student	Valley Beth Shalom Expansion	6	5	10
9	5700 N Sepulveda Bl	131 8,600	units sf	Apartments Retail Subtotal	66 <u>19</u> 85	35 <u>21</u> 56	101 <u>40</u> 141
10	14049 Ventura BI	27,389	sf	Supermarket Expansion	183	175	358
11	14708 Ventura BI	6,880	sf	Restaurant	60	53	113
12 13	15315 Dickens St 13401 Riverside Drive*	10,000		Coffee Shop Chase Knolls	88	63	150
1			units	Apartments	71	38	109
14	14311 Ventura BI	22,000 5,000 5,000 (23,680)	sf sf sf	Retail Restaurant Office Demolish Car Wash, Care Care, Fast Food, & Retail	47 36 1 (134)	50 24 1 (135)	98 59 2 (269)
		45,000	sf	Grocery Store Subtotal	<u>228</u> 178	<u>219</u> 160	<u>447</u> 338



952 Manhattan Beach Bl #100, Manhattan Beach, Ca 90266 (310) 545-1235 phone, liz@overlandtraffic.com



ATTACHMENT 2

HOLIDAY 2017 CMA WORKSHEETS



(Circular 212 Method)



I/S #:	North-South Street:	VAN NU	YS BOULEV	ARD		Yea	r of Count	2017	Amb	ient Grov	wth: (%):	2	Condu	cted by:		lf	Date:		7/22/2018	1
1	East-West Street:	MAGNO	LIA BOULE\	/ARD		Proje	ction Year	2021		Pe	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
1	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0	SB	2 0 0	NB	0 SE	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Right	•		EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				2			2				2				2				2
			EXISTI	NG CONDI	TION	EXIST	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
\vdash	↑ Left		160	1	160	0	Volume 160	Volume 160	5	178	1	178	0	178	1	178	0	178	1	178
9	← Left-Through		100	0	100	U	100	100	3	170	0	170	U	170	0	170	0	170	0	170
NORTHBOUND	Through		980	1	539	12	992	545	67	1128	1	617	12	1140	1	623	0	1140	1	623
문	Through-Right			1							1				1				1	
	Right		98	0 0	98	0	98	98	0	106	0 0	106	0	106	0	106	0	106	0	106
×	← Left-Through-Right ← Left-Right			0							0				0				0	
			•									3								
Q	Left		62	1	62	0	62	62	2	69	1	69	0	69	1	69	0	69	1	69
SOUTHBOUND			895	0 1	508	14	909	515	65	1034	0 1	582	14	1048	0	589	0	1048	0 1	589
- BC	→ Through → Through-Right		090	1	300	14	909	313	03	1034	1	302	14	1040	1	309	0	1040	1	309
	→ Right		120	0	120	0	120	120	0	130	0	130	0	130	0	130	0	130	0	130
SOI	Left-Through-Right			0 0							0 0				0				0	
	人, Left-Right		l	U							U				U				U	
	ے Left		92	1	92	0	92	92	5	105	1	105	0	105	1	105	0	105	1	105
N ON	→ Left-Through			0							0				0				0	
30.	→ Through → Through-Right		408	1 1	287	8	416	295	32	474	1 1	327	8	482	1	335	0	482	1	335
EASTBOUND	Right		166	0	166	8	174	174	0	180	0	180	8	188	0	188	0	187	0	187
EA	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right		L	0							0				0				0	
	√ Left		109	1	109	0	109	109	0	118	1	118	0	118	1	118	0	118	1	118
N D				0							0				0				0	
WESTBOUND	← Through ← Through-Right		417	1 1	259	13	430	265	28	479	1 1	294	13	492	1	301	0	492	1	301
STE	Right		100	0	100	0	100	100	1	109	0	109	0	109	0	109	0	109	0	109
WE	Left-Through-Right			0							0				0				0	, 55
	├─ Left-Right			0	000			075			0	700			0	707		**	0	707
			668 396	_	rth-South: East-West:	675 404			th-South: ast-West:	760 445			th-South: ast-West:	767 453			th-South: ast-West:	767 453		
					1064		SUM:	1079			SUM:	1205			SUM:	1220			SUM:	1220
	VOLUME/CAPACITY (V/C) RATIO:			0.709			0.719				0.803				0.813				0.813
V/0	C LESS ATSAC/ATCS ADJUS	STMENT:			0.609			0.619				0.703				0.713				0.713
	LEVEL OF SERVIC	В			В				С				С				С			
<u> </u>	RF	MARKS:	SATURDAY H	IOI IDAY 12	2-23-17	•			•				•				•			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.010 $\Delta v/c$ after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:		Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:		lf	Date:		7/22/2018	3			
1	East-West Street:		LIA BOULE\	/ARD		Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
0		f Phases			2			2				2				2				2
1 .	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+/				2			2				2				2				2
-	Override (Capacity	EVICTI	NG CONDI	0	EVICE	NG PLUS PI	0	FUTUR	E CONDITI		0	FUTU	RE CONDIT	ION W/ DD	0	FUTUR	W/ PROJE	CT M// MIT	•
	MOVEMENT		EXISTI	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		156	1	156	0	156	156	5	174	1	174	0	174	1	174	0	174	1	174
l N	← Left-Through		4040	0		_	1050		07	1100	0		_	1000	0			1000	0	
BO	↑ Through ↑ Through-Right		1046	1 1	578	7	1053	582	67	1199	1	659	7	1206	1	663	0	1206	1	663
NORTHBOUND	→ Right		110	0	110	0	110	110	0	119	0	119	0	119	0	119	0	119	0	119
Ř	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	Left		74	1	74	0	74	74	2	82	1	82	0	82	1	82	0	82	1	82
N O	Left-Through		, ,	0	•		7-7			02	0	02		02	0	02		02	0	02
300	Through		849	1	480	11	860	486	65	984	1	552	11	995	1	558	0	995	1	558
≝	→ Through-Right → Right		111	1 0	111	0	111	111	0	120	1 0	120	0	120	1 0	120	0	120	1 0	120
SOUTHBOUND	Left-Through-Right		111	0	111	0	111	111	0	120	0	120	0	120	0	120		120	0	120
S	↓ Left-Right			0							0				0				0	
	Left		73	1	73	0	73	73	5	84	1	84	0	84	1	84	0	84	1	84
₽	→ Left-Through		73	0	13	U	13	13	5	04	0	04	U	04	0	04		04	0	04
l nc	→ Through		442	1	297	6	448	303	32	510	1	337	6	516	1	343	0	516	1	343
EASTBOUND	→ Through-Right		454	1 0	454	7	450	450	0	163	1 0	400	7	470	1 0	170	0	470	1 0	170
-Y-S	→ Right → Left-Through-Right		151	0	151	′	158	158	U	163	0	163	′	170	0	170	0	170	0	170
	- Left-Right			0							0				0				0	
	√ Left		440	1	440	0	440	440	^	100	1	400	0	100	4	400		100	1	400
9	↓ Left Left-Through		118	0	118	0	118	118	0	128	0	128	0	128	0	128	0	128	0	128
WESTBOUND	← Through		469	1	282	9	478	287	28	536	1	320	9	545	1	325	0	545	1	325
TB(Through-Right			1			0.5	0.5	,	40.4	1	10.6		40.4	1	40.		407	1	40:
/ES	Right Left-Through-Right		95	0 0	95	0	95	95	1	104	0	104	0	104	0	104	0	104	0	104
>	Left-Right			0							0				0				0	
				th-South:	652		rth-South:	656			th-South:	741			th-South:	745			th-South:	745
			415 1067	"	ast-West: SUM:	421 1077		E	ast-West: SUM:	465 1206		E	ast-West: SUM:			E	ast-West: SUM:	471 1216		
	VOLUME/CAPACITY (V/C)) RATIO:		SUM:	0.711		SUM:	0.718			SUM:	0.804			SUM:	0.811			SUNI:	0.811
V/d	C LESS ATSAC/ATCS ADJUS				0.711			0.718 0.618				0.604				0.611				0.611
				0.611 B			0.616 B				0.704 C				0.711 C				0.711 C	
<u> </u>	REI	2-23-17	l		ט	l			<u> </u>	<u> </u>			U				U			

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.007 △v/c after mitigation: 0.007

Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: VAN N	UYS BOULE\	/ARD		Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
2		SIDE DRIVE			Proje	ction Year			Pe	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
On	No. of Phases posed Ø'ing: N/S-1, E/W-2 or Both-3?			2			2				2				2				2
	Turns: FREE-1, NRTOR-2 or OLA-3?	ND 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Rigit		EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-23 Override Capacity			2			2				2				2				2
			ING CONDI	TION	EXIST	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
<u> </u>	Left	Volume 0	Lanes 0	Volume 0	Traffic 0	Volume 0	Volume 0	Volume 0	Volume 0	Lanes 0	Volume 0	Volume 0	Volume 0	Lanes 0	Volume 0	Volume 0	Volume 0	Lanes 0	Volume 0
Q.	← Left-Through		0	· ·		O	O		O	0	Ü	U	O	0	O	U	O	0	O
l g	Through	1276	2	564	0	1276	583	47	1428	2	637	0	1428	2	656	0	1428	2	656
毘	Through-Right	447	1	447		470	470	22	404	1	404		F20	1	520	0	520	1	F20
NORTHBOUND		417	0	417	55	472	472	33	484	0 0	484	55	539	0	539	0	539	0	539
Z	Left-Right		0							0				0				0	
	Left	440	1	. 440	40	400	400	200	400	1	400	40	400	1	400	0	400	1	400
9	→ Leπ → Left-Through	142	0	142	18	160	160	26	180	0	180	18	198	0	198	0	198	0	198
l o	Through	1176	3	392	0	1176	392	46	1319	3	440	0	1319	3	440	0	1319	3	440
異	→ Through-Right		0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
SOUTHBOUND		0	0	0	0	0	0	0	0	0	0	U	0	0	0	0	U	0	0
Š	↓ Left-Right		0							0				0				0	
		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	→ Left-Through	0	0	U	0	U	U	0	U	0	Ü	U	U	0	U	U	U	0	U
EASTBOUND	→ Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TB		0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
EAS	→ Left-Through-Right		0	· ·		O	O		O	0	Ū	U	O	0	O	U	O	0	O
	-		0							0				0				0	
	√ Left	379	2	208	48	427	235	35	445	2	245	48	493	2	271	0	493	2	271
ND D			0							0				0				0	
WESTBOUND	← Through ← Through-Right	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
STE	Right	181	1	110	8	189	109	27	223	1	133	8	231	1	132	0	231	1	132
WE	Left-Through-Right		0							0				0				0	
	├ Left-Right	No	0 rth-South:	706	No	rth-South:	743		Nor	0 th-South:	817		Non	th-South:	854		Nor	0 th-South:	854
	CRITICAL VOLUMES East-West: 2			208		ast-West:	235			ast-West:	245			ast-West:	271			ast-West:	271
	SUM: 91		914		SUM:	978			SUM:	1062			SUM:	1125			SUM:	1125	
	VOLUME/CAPACITY (V/C) RATIO			0.609			0.652				0.708				0.750				0.750
V/C	LESS ATSAC/ATCS ADJUSTMENT			0.509			0.552				0.608				0.650				0.650
	LEVEL OF SERVICE (LOS) REMARKS:	A			Α				В				В				В		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.042 $\triangle v/c$ after mitigation: 0.042 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: VAN	NUYS BOULEV	/ARD		Yea	r of Count	: 2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
2	East-West Street: RIVE	RSIDE DRIVE				ction Year			Pea	ak Hour:	PM		wed by:				ICON		
	No. of Phasi posed Ø'ing: N/S-1, E/W-2 or Both- Turns: FREE-1, NRTOR-2 or OLA-3	? NB 0	SB	2 0 0	NB	0 SI		NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
	ATSAC-1 or ATSAC+ATCS-: Override Capaci		WB	0 2 0	EB	0 W	B 0 2 0	EB	0	WB	0 2 0	EB	0	WB	0 2 0	EB	0	WB	0 2 0
			ING CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURI	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
SOUND	Left Left-Through Through	1344	0 0 2	570	0	1344	0 585	0 47	0 1502	0 0 2	0 644	0	0 1502	0 0 2	658	0	0 1502	0 0 2	0 658
NORTHBOUND	→ Through-Right	366	1 0 0 0	366	44	410	410	33	429	1 0 0 0	429	44	473	1 0 0 0	473	0	473	1 0 0 0	473
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right	128 1082 0	1 0 3 0 0 0	128 361	15 0 0	143 1082 0	143 361	26 46 0	165 1217 0	1 0 3 0 0 0	165 406 0	15 0 0	180 1217 0	1 0 3 0 0 0	180 406 0	0 0	180 1217 0	1 0 3 0 0 0	180 406 0
EASTBOUND		0 0	0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	454 0 145	2 0 0 0 1 0	250 0 81	29 0 4	483 0 149	266 0 78	35 0 27	526 0 184	2 0 0 0 1 0	289 0 102	29 0 4	555 0 188	2 0 0 0 1 0	305 0 98	0 0	555 0 188	2 0 0 0 1 0	305 0 98
	CRITICAL VOLUMES Rest-West: 25 SUM: 94		698 250 948		erth-South: East-West: SUM:	728 266 994			th-South: ast-West: SUM:	809 289 1098			th-South: ast-West: SUM:				th-South: ast-West: SUM:	838 305 1143	
V/0	VOLUME/CAPACITY (V/C) RATI C LESS ATSAC/ATCS ADJUSTMEN LEVEL OF SERVICE (LOS	г:		0.632 0.532			0.663 0.563				0.732 0.632 B				0.762 0.662				0.762 0.662
<u> </u>	REMARK	A 2-23-17			Α				В				B				B		

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.030 △v/c after mitigation: 0.030 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: VAN	NUYS BOULE	/ARD		Yea	r of Count	2017	Amb	ient Grov		2	Condu	cted by:	L	.F	Date:		7/22/2018	3
3		01 FWY RAMP	S		Proje	ction Year	2021		Pe	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
1	No. of Phas posed Ø'ing: N/S-1, E/W-2 or Both	3?	SB	3 0 0	NB	0 SE	3 0 3	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-	3? KB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS Override Capac			2 0			2 0				2				2				2
		EXIST	ING CONDI	ITION	EXIST	ING PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
٥	Left	498	2	274	0	498	274	31	570	2	314	0	570	2	314	0	570	2	314
NORTHBOUND	← Left-Through Through	1277	0 3 0	426	55	1332	444	76	1458	0 3 0	486	55	1513	0 3 0	504	0	1513	0 3 0	504
핕	Through-Right Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Š.	← Left-Through-Right		0	Ŭ	Ĭ	Ü			Ü	0	Ŭ		Ü	0			J	0	
2	← Left-Right		0							0				0				0	
											1								
9	→ Left → Left-Through	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Through	1047	2	389	22	1069	401	77	1210	2	440	22	1232	2	452	0	1232	2	452
HBC	← Through-Right		1					'		1				1				1	
5	→ Right	509	1	0	25	534	0	0	551	1	0	25	576	1	0	0	576	1	0
SO	← Left-Through-Right		0							0 0				0				0	
	Leit-Right		U							U				U				U	
	ر Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
₽	→ Left-Through		0							0				0				0	
l o	→ Through → Through-Right	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
EASTBOUND	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EAS	Left-Through-Right		0			Ü	Ŭ		Ü	0	Ŭ		Ü	0	Ů		Ü	0	Ŭ
	- d Left-Right		0							0				0				0	
	√ Left	338	1	257	0	338	257	0	366	1	280	0	366	1	280	0	366	1	280
9	τ Leπ √ Left-Through	338	0	231	U	330	237		300	0	200	U	300	0	200		300	0	200
WESTBOUND	← Through	3	0	257	0	3	257	0	3	0	280	0	3	0	280	0	3	0	280
TB(Through-Right		0		_			_		0		_		0		_		0	
ES.	Right Left-Through-Right	431	1	0	0	431	0	5	472	1 1	0	0	472	1	0	0	472	1	0
>	Left-Right		0							0				0				0	
	, , , , , , , , , , , , , , , , , , ,	No	rth-South:	663	No	rth-South:	675		Nor	th-South:	754		Nor	th-South:	766		Nor	th-South:	766
	CRITICAL VOLUMES East-West:				E	East-West:	257		E	ast-West:	280		E	ast-West:	280		E	ast-West:	280
-	SUM: S					SUM:	932	-		SUM:	1034			SUM:				SUM:	1046
	VOLUME/CAPACITY (V/C) RATIO: 0.6						0.654				0.726				0.734				0.734
V/C	C LESS ATSAC/ATCS ADJUSTME			0.546			0.554				0.626				0.634				0.634
	LEVEL OF SERVICE (LO			Α			Α				В				В				В
	REMARK	S: HOLIDAY SA	T 12-23-17																

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.008 $\Delta v/c$ after mitigation: 0.008 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: VAN N	UYS BOULE\	/ARD		Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
3	East-West Street: NB 10	FWY RAMP	S		i	ction Year			Pea	ak Hour:	PM		wed by:				ICON		
Ор	No. of Phase posed Ø'ing: N/S-1, E/W-2 or Both-3	•	SB	3 0 0	NB	0 SE	3 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: FREE-1, NRTOR-2 or OLA-31	NB 0 EB 0	ЗВ WВ	0	EB	0 SE		NВ ЕВ	0	ЗВ WВ	0	EB	0	ЗВ WВ	0	EB	0	ЗВ WB	0
	ATSAC-1 or ATSAC+ATCS-2 Override Capacit		•	2 0			2 0			•	2 0			•	2				2
		EXIST	ING CONDI	TION		ING PLUS P	ROJECT		E CONDITI	ON W/O PF	ROJECT		RE CONDIT		OJECT		W/ PROJE		IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
9	↑ Left Left-Through	517	2 0	284	0	517	284	31	591	2	325	0	591	2 0	325	0	591	2 0	325
NORTHBOUND	↑ Through ↑ Through-Right	1274	3 0	425	44	1318	439	76	1455	3	485	44	1499	3	500	0	1499	3	500
NORTI		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Left-Right		0							0				0				0	
QND	Left → Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BOI	↓ Through → Through-Right	1000	2	385	14	1014	392	77	1159	2	436	14	1173	2	443	0	1173	2	443
SOUTHBOUND	→ Right ← Left-Through-Right	540	1 0 0	0	15	555	0	0	585	1 0 0	0	15	600	1 0	0	0	600	1 0	0
	↓ Left-Right	_	U							U				U				U	
QN	→ Left → Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Through → Through-Right → Right	0	0 0 0	0 0	0	0	0	0	0	0 0 0	0	0	0	0 0 0	0	0	0	0 0 0	0
EAS	→ Left-Through-Right - Left-Right		0 0				Ü			0	Ü			0	Ü			0	J
9	·	328	1 0	252	0	328	252	0	355	1 0	275	0	355	1 0	275	0	355	1 0	275
WESTBOUND	← Through ← Through-Right	5	0	252	0	5	252	0	5	0	275	0	5	0	275	0	5	0	275
WES	Right Left-Through-Right Left-Right	424	1 1 0	0	0	424	0	5	464	1 1 0	0	0	464	1 1 0	0	0	464	1 1 0	0
	ORITICAL VOLUMES Roth-South: 66 East-West: 25 SUM: 92		669 252 921		rth-South: East-West: SUM:	676 252 928			th-South: ast-West: SUM:	761 275 1036			th-South: ast-West: SUM:				th-South: ast-West: SUM:	768 275 1043	
	VOLUME/CAPACITY (V/C) RATIO	:		0.646			0.651				0.727				0.732				0.732
V/C	C LESS ATSAC/ATCS ADJUSTMENT	: [0.546			0.551				0.627				0.632				0.632
	LEVEL OF SERVICE (LOS)	: [Α			Α				В				В				В
	REMARKS	HOLIDAY SA	T 10 00 17																

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.005 $\Delta v/c$ after mitigation: 0.005 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:						r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
4			WY RAMPS	3		Proje	ction Year			Pe	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
1	No. of posed Ø'ing: N/S-1, E/W-2 or E Turns: FREE-1, NRTOR-2 or 0		NB 2	SB	3 0 0	NB	2 SE		NB	2	SB	3 0 0	NB	2	SB	3 0 0	NB	2	SB	3 0 0
	ATSAC-1 or ATSAC+A	TCS-2?	EB 0	WB	0 2	EB	0 WI	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override C				0			0				0				0				0
			EXISTI	NG CONDI			NG PLUS PI	ROJECT			ON W/O PR	ROJECT		RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
NORTHBOUND	← Left-Through			0							0				0				0	
301	Through		1209	3	387	26	1235	393	83	1392	3	439	26	1418	3	446	0	1418	3	446
上	Through-Right Right		337	1 0	337	0	337	337	0	365	1 0	365	0	365	1 0	365	0	365	1 0	365
OR	← Left-Through-Right		337	0	337	U	337	337		303	0	303		303	0	303		303	0	303
2	← Left-Right			0							0				0				0	
	Left		303	1	303	0	303	303	25	353	1	353	0	353	1	353	0	353	1	353
Q.	Left-Through		303	0	303	U	303	303	25	303	0	333	U	303	0	333	U	303	0	333
DO	Through		1038	2	519	22	1060	530	54	1178	2	589	22	1200	2	600	0	1200	2	600
≝	→ Through-Right → Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		U	0	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U
S	↓ Left-Right			0							0				0				0	
			613	1	423	29	642	433	23	687	1	476	29	716	1	486	0	716	1	486
9	→ Left-Through		013	0	423	29	042	433	23	007	0	476	29	710	0	400	U	710	0	400
EASTBOUND	→ Through		4	0	423	0	4	433	0	4	0	476	0	4	0	486	0	4	0	486
TB(→ Through-Right		652	0 1	0	0	652	0	32	738	0 1	0	0	720	0	0	0	738	0 1	0
EAS	→ Right → Left-Through-Right		002	1	U	U	652	U	32	738	1	U	U	738	1	U	U	738	1	U
	- Left-Right			0							0				0				0	
	· ✓ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	↓ Leπ Left-Through		U	0	U	U	U	0	U	U	0	U	U	U	0	U	U	U	0	U
WESTBOUND	← Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TB	Through-Right Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
VES	Right Left-Through-Right		U	0	U	U	U	0	U	U	0	0	U	0	0	0	U	U	0	0
>	├ Left-Right			0							0				0				0	
	CDITION: VO	LIMES		th-South:	690	_	rth-South:	696			th-South:	792			th-South:	799			th-South:	799 486
	CRITICAL VO	LUMES	E	ast-West: SUM:	423 1113		ast-West: SUM:	433 1129		E	ast-West: SUM:	476 1268		E	ast-West: SUM:	486 1285		E	ast-West: SUM:	486 1285
	VOLUME/CAPACITY (V/C)	RATIO:		00.01.	0.781		30.W.	0.792			00.01.	0.890			00.11.	0.902			00.11.	0.902
V/C	C LESS ATSAC/ATCS ADJUST				0.681			0.692				0.790				0.802				0.802
		LEVEL OF SERVICE (LOS): B					В				C				D				D	
<u> </u>	REM		1			!				!				!						

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.012 $\Delta v/c$ after mitigation: 0.012 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:						Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
4			Y RAMPS	;		Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
On	No. of Ph posed Ø'ing: N/S-1, E/W-2 or Bo				3			3				3				3				3
1 .	Turns: FREE-1, NRTOR-2 or OL	A/	<i>IB</i> 2	SB	0	NB	2 SE		NB	2	SB	0	NB	2	SB	0	NB	2	SB	0
Kigiit		E	B 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATC Override Cap				2			2				2				2				2
			EXISTIN	NG CONDI	TION	EXIST	NG PLUS PI	ROJECT	FUTUR	E CONDITION	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		.,.	No. of	Lane	Project	Total	Lane	Added Volume	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total Volume	No. of	Lane Volume
\vdash	↑ Left		Volume 0	Lanes 0	Volume 0	Traffic 0	Volume 0	Volume 0	Volume	Volume 0	Lanes	Volume 0	Volume 0	Volume 0	Lanes 1	Volume 0	Volume 0	Volume 0	Lanes 1	Volume
ND	← Left-Through		Ĭ	0	Ŭ		O	O		O	0	Ü		O	0	Ü		O	0	O
l go	Through		1267	3	397	21	1288	402	83	1454	3	450	21	1475	3	455	0	1475	3	455
NORTHBOUND	Through-Right		319	1 0	319	0	319	319	0	345	1 0	345	0	345	1 0	345	0	345	1 0	345
OR			319	0	319	0	319	319	0	343	0	343	0	343	0	343	0	343	0	343
	← Left-Right			0							0				0				0	
	Left	- 1	326	1	326	0	326	326	25	378	1	378	0	378	1	378	0	378	1	378
QN	Left-Through		020	0	020		020	020	20	010	0	010		070	0	0/0		070	0	0/0
BOL	Through		1010	2 0	505	14	1024	512	54	1147	2	574	14	1161	2	581	0	1161	2	581
I롣	← Through-Right → Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right			0							0				0				0	
0,	↓ Left-Right			0							0				0				0	
	ے Left		533	1	369	24	557	377	23	600	1	418	24	624	1	426	0	624	1	426
QN	→ Left-Through		_ [0		•	_			_	0	440		_	0	400		_	0	400
301	→ Through → Through-Right		5	0 0	369	0	5	377	0	5	0	418	0	5	0	426	0	5	0	426
EASTBOUND	Right		569	1	0	0	569	0	32	648	1	0	0	648	1	0	0	648	1	0
E				1 0							1 0				1				1 0	
			I	U							U				U				U	
	√ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND		1	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IBO	Through-Right			0				_		Ŭ	0				0			_	0	
ESI	Right	1	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>	Left-Through-Right Left-Right			0							0				0				0	
	,			h-South:	723		rth-South:	728			th-South:	828			th-South:	833			th-South:	833
	CRITICAL VOLU	JMES	Ea	st-West: SUM:	369 1092	E	ast-West: SUM:	377 1105		E	ast-West: SUM:	418 1246		Ea	ast-West: SUM:	426 1259		E	ast-West: SUM:	426 1259
	VOLUME/CAPACITY (V/C) RA	ATIO:		30141.	0.766		30W.	0.775			30W.	0.874			30W.	0.884			30W.	0.884
V/C	C LESS ATSAC/ATCS ADJUSTM				0.666			0.675				0.774				0.784				0.784
	LEVEL OF SERVICE (I	LEVEL OF SERVICE (LOS): B						В				С				C				C
<u> </u>	DEMA	DVC. U	OLIDAY SAT	10 00 17																

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.010 $\Delta v/c$ after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2017	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.F	Date:		7-220-18	
5	East-West Street:	MAGNO	LIA BOULE\	/ARD		Proje	ction Year	2021		Pea	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
1	No. o posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0	SB	2 0 0	NB	0 SE		NB	0	SB	2 0 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
	ATSAC-1 or ATSAC+	ATCS-2?	EB 0	WB	0 2	EB	0 W	3 0 2	EB	U	WB	2	EB	0	WB	0 2	EB	U	WB	0 2
	Override				0			0				0				0				0
			EXISTI	NG CONDI			NG PLUS PI				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left		119	1	119	13	132	132	12	141	1	141	13	154	1	154	0	154	1	154
NORTHBOUND	← Left-Through ↑ Through		575	0	341	20	595	359	91	713	0	414	20	733	0	432	0	733	0	432
🖁	Through-Right Right		106	1 0	106	16	122	122	0	115	1 0	115	16	131	1 0	131	0	131	1 0	131
YOR	← Left-Through-Right		100	0	100	10	122	122	U	110	0	110	10	131	0	131		101	0	131
			I	0							0				0				0	
Q			40	1 0	40	0	40	40	0	43	1 0	43	0	43	1 0	43	0	43	1 0	43
300	Through		669	1	362	23	692	373	90	814	1	436	23	837	1	448	0	837	1	448
SOUTHBOUND	→ Through-Right → Right		54	1 0	54	0	54	54	0	58	1 0	58	0	58	1 0	58	0	58	1 0	58
los	Left-Through-Right			0	Ŭ.		01	0.1		00	0	00		00	0	00		00	0	00
"	↓ Left-Right		L	0							0				0				0	
	ار Left		50	1	50	0	50	50	0	54	1	54	0	54	1	54	0	54	1	54
ON I	→ Left-Through		005	0			225		00	400	0			400	0	0.40	•	400	0	242
BOL	→ Through → Through-Right		385	1 1	273	0	385	277	22	439	1 1	312	0	439	1	316	0	439	1 1	316
EASTBOUND	Right		161	0	161	8	169	169	10	184	0	184	8	192	0	192	0	192	0	192
) j				0							0 0				0				0	
	, <u></u>				3							3								
۵			100	1 0	100	17	117	117	0	108	1 0	108	17	125	1 0	125	0	125	1 0	125
WESTBOUND	← Through		388	1	210	0	388	210	19	439	1	237	0	439	1	237	0	439	1	237
TB(← Through-Right ← Right		24	1	24		24	24		25	1	25		25	1 0	25		25	1	25
VES	Right Left-Through-Right		31	0 0	31	0	31	31	1	35	0 0	35	0	35	0	35	0	35	0 0	35
>	Ç Left-Right			0	481						0				0				0	
	CRITICAL V	North-South: CRITICAL VOLUMES East-West:					rth-South: ast-West:	505 394			th-South: ast-West:	577 420			th-South: ast-West:	602 441			th-South: ast-West:	602 441
	CITICAL VI	CRITICAL VOLUMES East-West: SUM: VOLUME/CAPACITY (V/C) RATIO:					SUM:	899			SUM:	997			SUM:	1043			SUM:	1043
	VOLUME/CAPACITY (V/C)) RATIO:			0.569			0.599				0.665				0.695				0.695
V/C	C LESS ATSAC/ATCS ADJUS	STMENT:			0.469			0.499				0.565				0.595				0.595
	LEVEL OF SERVIC	E (LOS):			Α			Α				Α				Α				Α
	RF	MARKS:	HOLIDAY SAT	12-23-17																

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.030 $\Delta v/c$ after mitigation: 0.030 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7-220-18	
5	East-West Street:	MAGNO	LIA BOULE\	/ARD		Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	ewed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or ATSAC-1 or ATSAC+/	OLA-3?	NB 0 EB 0	SB WB	2 0 0 0 2	NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Override (Capacity	FXISTI	NG CONDI		FXIST	ING PLUS P		FUTUR	E CONDITI	ON W/O PR		FUTUI	RE CONDIT	ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		130 672 130	1 0 1 1 0 0	130 401 130	9 12 9	139 684 139	139 412 139	91 0	153 818 141	1 0 1 1 0 0	153 480 141	9 12 9	162 830 150	1 0 1 1 0 0	162 490 150	0 0	162 830 150	1 0 1 1 0 0	490 150
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		45 612 69	1 0 1 1 0 0	45 341 69	0 19 0	45 631 69	45 350 69	90 0	49 752 75	1 0 1 1 0 0	49 414 75	0 19 0	49 771 75	1 0 1 1 0 0	49 423 75	0 0	49 771 75	1 0 1 1 0 0	49 423 75
EASTBOUND			53 405 161	1 0 1 1 0 0	53 283 161	0 0 6	53 405 167	53 286 167	0 22 10	57 460 184	1 0 1 1 0 0	57 322 184	0 0 6	57 460 190	1 0 1 1 0 0	57 325 190	0 0	57 460 190	1 0 1 1 0 0	57 325 190
WESTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		91 429 46	1 0 1 1 0 0	91 238 46	14 0 0	105 429 46	105 238 46	0 19 1	99 483 51	1 0 1 1 0 0	99 267 51	14 0 0	113 483 51	1 0 1 1 0 0	113 267 51	0 0	113 483 51	1 0 1 1 0 0	113 267 51
	CRITICAL V			th-South: ast-West: SUM:	471 374 845		rth-South: East-West: SUM:	489 391 880			th-South: ast-West: SUM:	567 421 988			th-South: ast-West: SUM:	585 438 1023			th-South: ast-West: SUM:	585 438 1023
V/C	VOLUME/CAPACITY (V/C) C LESS ATSAC/ATCS ADJUS	STMENT:			0.563 0.463			0.587 0.487				0.659 0.559				0.682 0.582				0.682 0.582
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011

PROJECT IMPACT



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	: 2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	}
6	East-West Street:	RIVERS	DE DRIVE			Proje	ction Year	2017		Pea	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
Ор	No. o posed Ø'ing: N/S-1, E/W-2 o	of Phases or Both-3?			4 0		2	4 0				4 0		,		4 0				4 0
Right	Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC-	ATCS-2?	LD-S	WB	2	LD	0 111	2	LD	0	WB	2	LD	0	W.B.	2		0	W.B.	2
			EXISTI	NG CONDI	TION	EXIST	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
٥	Left		244	1	244	36	280	280	0	244	1	244	36	280	1	280	-4	276	1	276
NORTHBOUND	← Left-Through ↑ Through ↑ Through-Right		596	0 2 0	298	22	618	309	0	596	0 2 0	298	22	618	0 2 0	309	-2	616	0 2 0	308
ОКТН	→ Right → Left-Through-Right		231	1 0	145	19	250	137	0	231	1 0	145	19	250	1	137	-2	248	1	137
Z	Left-Right			0							0				0				0	
QNI	Characteristics Left Left-Through		266	1 0	266	0	266	266	0	266	1 0	266	0	266	1 0	266	0	266	1 0	266
SOUTHBOUND	→ Through → Through-Right	Through 639 1 Through-Right 153 0			396 153	55 0	694	424	0	639	1	396	55	694	1	424	-6	689	1	421
SOUT	✓ Right→ Left-Through-Right✓ Left-Right	J Right 153 0 Left-Through-Right 0 Left-Right 0					153	153	0	153	0 0 0	153	0	153	0 0 0	153	0	153	0 0 0	153
	1 1																			
□	∠ Left ∠ Left-Through		/3	1 0	73	38	111	111	0	73	1 0	73	38	111	1 0	111	-4	107	1 0	107
BOUN	→ Through → Through-Right		328	1 1	279	53	381	305	0	328	1 1	279	53	381	1	305	-5	376	2	188
EASTBOUND	Right Left-Through-Right		229	0 0	229	0	229	229	0	229	0 0	229	0	229	0 0	229	0	229	1	91
	-{ Left-Right		I	0							0				0				0	
9			172	1 0	172	55	227	227	0	172	1 0	172	55	227	1 0	227	-6	222	1 0	222
WESTBOUND	← Through ← Through-Right		331	2 0	166	26	357	179	0	331	2 0	166	26	357	2	179	-3	354	2	177
WEST	Right Left-Through-Right		121	1 0	0	0	121	0	0	121	1 0	0	0	121	1 0	0	0	121	1 0	0
			No.	0 th-South:	640	N-	rth-South:	704		Alc.	0 th-South:	640		Ala-	th-South:	704		Ma-	0 th-South:	697
	CRITICAL V	OLUMES		ast-West: SUM:	451 1091	1	ast-West:	532 1236			ast-West: SUM:	451 1091			ast-West: SUM:	532			ast-West: SUM:	410 1107
	VOLUME/CAPACITY (V/C	C) RATIO:			0.793			0.899				0.793				0.899				0.805
V/C	C LESS ATSAC/ATCS ADJU	STMENT:			0.693			0.799				0.693				0.799				0.705
	LEVEL OF SERVI	CE (LOS):			В			С				В				С				С
	RE	MARKS:	HOLIDAY SA	Г 12-23-17													EB RIGHT			

200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

Existing + Project Analysis

PROJECT IMPACT

Change in v/c due to project: 0.106 $\Delta v/c$ after mitigation: 0.012 Significant impacted? YES Fully mitigated? YES

Version: 1i Beta; 8/4/2011



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	}
6	East-West Street:	RIVERSI	DE DRIVE			Proje	ction Year	2017		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o	r OLA-3?	NB 0 EB 0	SB WB	4 0 0 0	NB EB	0 SE 0 W	B 0	NB EB	0 0	SB WB	4 0 0 0	NB EB	0	SB WB	4 0 0 0	NB EB	0	SB WB	4 0 0 0
	ATSAC-1 or ATSAC+ Override	ATCS-2? Capacity			2			2				2 0				2				2
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right Left-Right		218 711 255	1 0 2 0 1 0	218 356 177	13 11	242 724 266	362 165	0 0	218 711 255	1 0 2 0 1 0	218 356 177	13 11	242 724 266	1 0 2 0 1 0	362 165	-2 -1 -1	240 723 265	1 0 2 0 1 0	362 167
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		257 598 129	1 0 1 1 0 0	257 364 129	0 45 0	257 643 129	257 386 129	0 0	257 598 129	1 0 1 1 0 0	257 364 129	0 45 0	257 643 129	1 0 1 1 0 0	257 386 129	0 -5 0	257 639 129	1 0 1 1 0 0	257 384 129
EASTBOUND			48 326 233	1 0 1 1 0 0	48 280 233	25 36 0	73 362 233	73 298 233	0 0	48 326 233	1 0 1 1 0 0	48 280 233	25 36 0	73 362 233	1 0 1 1 0 0	73 298 233	-3 -4 0	71 358 233	1 0 2 0 1 0	70 179 113
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		156 415 134	1 0 2 0 1 0	156 208 6	46 21 0	202 436 134	202 218 6	0 0	156 415 134	1 0 2 0 1 0 0	156 208 6	46 21 0	202 436 134	1 0 2 0 1 0 0	202 218 6	-5 -2 0	197 434 134	1 0 2 0 1 0 0	197 217 6
	CRITICAL V			th-South: ast-West: SUM:	613 436 1049		rth-South: East-West: SUM:	628 500 1128			th-South: ast-West: SUM:	613 436 1049			th-South: ast-West: SUM:	628 500 1128			th-South: ast-West: SUM:	624 376 1000
V/0			0.763 0.663 B			0.820 0.720 C				0.763 0.663				0.820 0.720 C				0.727 0.627 B		
<u> </u>		, ,	HOLIDAY SA	T 40 00 47																

2

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011 200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

Existing + Project Analysis

PROJECT IMPACT

Change in v/c due to project: 0.057 $\Delta v/c$ after mitigation: -0.036 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street: HA	AZELTINE AVEN	UE		Yea	r of Count	: 2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	ı	.F	Date:		7/22/2018	3
6	East-West Street: RI	VERSIDE DRIVE				ction Year			Pe	ak Hour:	MID DAY		wed by:				ICON	MU	
	No. of Ph			4	_		4				4				4	,,,,,,,			4
	pposed Ø'ing: N/S-1, E/W-2 or Bo	ND 0	SB	0	NB	0 SE	0 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	t Turns: FREE-1, NRTOR-2 or OL	A-3? EB 0	WB	0	EB	0 W	B 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATC Override Cap			2			2				2				2				2
	Override Cap		TING COND		EXIST	ING PLUS P		FUTUR	E CONDITI	ON W/O PF		FUTU	RE CONDIT	ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	
	MOVEMENT		No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
		Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left	244	1	244	36	280	280	0	264	1 0	264	36	300	1 0	300	-4	297	1 0	297
	← Left-Through ↑ Through	596	2	298	22	618	309	79	724	2	362	22	746	2	373	-2	744	2	372
HBC	† Through-Right		0							0				0				0	
NORTHBOUND	→ Right	231	1	145	19	250	137	0	250	1	137	19	269	1	129	-2	267	1	129
2	← Left-Through-Right ← Left-Right		0							0 0				0				0	
	Zon-ragin																		
Ω	Left	266	1	266	0	266	266	23	311	1	311	0	311	1	311	0	311	1	311
SOUTHBOUND		639	0 1	396	55	694	424	105	797	0 1	482	55	852	0 1	509	-6	846	0 1	506
HBC	← Through-Right		1	-		001		100	707	1	102		002	1	000		0.10	1	000
l D	→ Right	Left-Through-Right			0	153	153	0	166	0 0	166	0	166	0	166	0	166	0	166
so	Left-Through-Right Left-Right		0							0				0				0	
	•		Ī	-															
٥	→ Left → Left-Through	73	1	73	38	111	111	0	79	1 0	79	38	117	1	117	-4	113	1 0	113
N	→ Through	328 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			53	381	305	84	439	1	364	53	492	1	391	-5	487	2	244
EASTBOUND	→ Through-Right		1 1							1				1				0	
AS.	Right Left-Through-Right	229	0	229	0	229	229	41	289	0 0	289	0	289	0	289	0	289	1 0	141
ш	Left-Right		0							0				0				0	
				1 4=0	5.5	00-		46	200				004				076		
9		172	1	172	55	227	227	40	226	1 0	226	55	281	1 0	281	-6	276	1 0	276
WESTBOUND	← Through	331	2	166	26	357	179	50	408	2	204	26	434	2	217	-3	432	2	216
TB	Through-Right	404	0 1	0		404	0	00	454	0 1	0	_	454	0	0	_	154	0	0
VES	Right Left-Through-Right	121	0	0	0	121	0	23	154	0	0	0	154	0	0	0	154	0	0
>	Left-Right							0				0				0			
	CRITICAL VOLU		orth-South: East-West:	640 451		rth-South: East-West:	704 532			th-South: ast-West:	746 590			th-South: ast-West:	809 672			th-South: ast-West:	803 520
	CRITICAL VOLU	, will 3	east-west: SUM:		'	SUM:	1236		E	SUM:			E	ast-west: SUM:			E	SUM:	1323
	VOLUME/CAPACITY (V/C) RA	ATIO:		0.793			0.899				0.972				1.077				0.962
V/	V/C LESS ATSAC/ATCS ADJUSTMENT:						0.799				0.872				0.977				0.862
	LEVEL OF SERVICE (I	В			С				D				E				D		
	REMA	RKS: HOLIDAY S	AT 10 00 17													EB RIGHT			

Version: 1i Beta; 8/4/2011 200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.105 $\Delta v/c$ after mitigation: -0.010 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	
6	East-West Street:	RIVERSI	DE DRIVE			Proje	ction Year	2021		Pea	ak Hour:	PM		wed by:			Project:	ICON	MU	
		Phases			4			4				4		-		4				4
Ор	posed Ø'ing: N/S-1, E/W-2 or	Both-3?		25	0		0 ==	0			0.5	0				0			25	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A	ATCS-2?	LB 0	VVD	2	EB	O VVE	2	LD	U	VVD	2		U	VVD	2	LD	U	VVD	2
	Override (Capacity			0			0				0				0				0
			EXISTI	NG CONDI	TION	EXIST	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left Left-Through		218	1 0	218	24	242	242	0	236	1 0	236	24	260	1 0	260	-2	258	1 0	258
5	Through		711	2	356	13	724	362	79	849	2	425	13	862	2	431	-1	860	2	430
<u>B</u>	↑ Through-Right			0	000	10	721	002	10	0.10	0	720	10	002	0	401		000	0	400
NORTHBOUND	Right		255	1	177	11	266	165	0	276	1	172	11	287	1	160	-1	286	1	161
Š	← Left-Through-Right			0							0				0				0	
	→ Left-Right			0							0				0				0	
	└ Left		257	1	257	0	257	257	23	301	1	301	0	301	1	301	0	301	1	301
9	Left-Through		237	0	231	U	237	237	23	301	0	301	U	301	0	301		301	0	301
SOUTHBOUND	Through		598	1	364	45	643	386	105	752	1	446	45	797	1	469	-5	793	1	467
Ŷ	← Through-Right			1							1				1				1	
5	→ Right		129	0	129	0	129	129	0	140	0	140	0	140	0	140	0	140	0	140
SO	← Left-Through-Right			0 0							0				0				0	
	Leit-Right			U							U				0				0	
	J Left		48	1	48	25	73	73	0	52	1	52	25	77	1	77	-3	74	1	74
9	→ Left-Through	0							0				0				0			
EASTBOUND	→ Through → Through-Right		326	1	280	36	362	298	84	437	1	365	36	473	1	383	-4	469	2	235
l E	→ Through-Right → Right		233	0	233	0	233	233	41	293	0	293	0	293	0	293	0	293	1	164
EAS	Left-Through-Right		200	0	200	0	200	200	41	233	0	233		233	0	233		233	0	104
	- ✓ Left-Right			0							0				0				0	
	C 1.6		150			40	000		10	600			10	055		6	_	050		670
۵			156	1 0	156	46	202	202	40	209	1 0	209	46	255	1 0	255	-5	250	1 0	250
WESTBOUND			415	2	208	21	436	218	50	499	2	250	21	520	2	260	-2	518	2	259
) BO	Through-Right			0						.00	0			3_0	0		-	0	0	
EST	Right		134	1	6	0	134	6	23	168	1	18	0	168	1	18	0	168	1	18
×	Left-Through-Right			0 0							0				0				0	
	├ Left-Right		Non	th-South:	613	No	rth-South:	628		Non	th-South:	726		Nor	th-South:	732	 	Non	th-South:	731
	CRITICAL VO	DLUMES		ast-West:	436		ast-West:	500			ast-West:	574			ast-West:	638			ast-West:	485
				SUM:	1049		SUM:	1128			SUM:	1300			SUM:				SUM:	1216
	VOLUME/CAPACITY (V/C)	RATIO:			0.763			0.820				0.945				0.996				0.884
V/C	C LESS ATSAC/ATCS ADJUS	TMENT:		0.663			0.720				0.845				0.896				0.784	
	LEVEL OF SERVICE	В			С				D				D				С			
<u>l-</u>	REI	MARKS:	HOLIDAY SAT	Г 12-23-17					-											

200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.051 $\Delta v/c$ after mitigation: -0.061 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	2017	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2028	3
7	East-West Street:	PROJE (CT DWY/FAS	SHION SO	DWY	Proje	ction Year	2017		Pe	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 0 EB 0	SB WB	3 0 0	NB EB	0 SE		NB EB	0	SB WB	3 0 0	NB EB	0	SB WB	3 0 0	NB EB	0	SB WB	3 0 0
	ATSAC-1 or ATSAC+A	ATCS-2?	EB 0	WD	2	EB	U VVI	2	EB	U	WD	2	EB	U	VVD	2	EB	U	WD	2
	Override C	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI			NG PLUS PI				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left		3	1	3	44	47	47	0	3	1	3	44	47	1	47	0	47	1	47
NORTHBOUND	← Left-Through			0							0				0				0	
BOI	↑ Through		838	1 1	427	0	838	427	0	838	1 1	427	0	838	1	427	0	838	1	427
王	Through-Right Right		15	0	15	0	15	15	0	15	0	15	0	15	0	15	0	15	0	15
Ř	← Left-Through-Right			0							0				0				0	
			l	0							0				0				0	
	└ Left		438	1	438	0	438	438	0	438	1	438	0	438	2	241	0	438	2	241
N N	Left-Through		100	0	100		100	100		100	0	-100		100	0	2-1.		100	0	2-1.
30	Through		641	1	322	31	672	337	0	641	1	322	31	672	1	337	0	672	1	337
불	← Through-Right → Right		2	0	2	0	2	2	0	2	1 0	2	0	2	0	2	0	2	0	2
SOUTHBOUND	Left-Through-Right		_	0	-		-	_		_	0	_		_	0	_		_	0	_
0)	↓ Left-Right			0							0				0				0	
	J Left		24	1	24	76	100	100	0	24	1	24	76	100	1	50	0	100	1	50
2	→ Left-Through			0							0			.00	1			.00	1	
00	→ Through		0	0	8	0	0	15	0	0	0 1	8	0	0	0	50	0	0	0	50
EASTBOUND	→ Through-Right → Right		8	0	0	7	15	0	0	8	0	0	0	8	1	0	0	8	0 1	0
EA	Left-Through-Right			0				-		_	0			-	0			-	0	
	- ≺ Left-Right			0							0				0				0	
	√ Left		105	0	105	0	105	105	0	105	0	105	0	105	0	105	0	105	0	105
WESTBOUND				1							1			_	1			_	1	
301	← Through ← Through-Right		0	0 0	105	0	0	105	0	0	0 0	105	0	0	0	105	0	0	0	105
STE	Right		204	1	0	0	204	0	0	204	1	0	0	204	1	84	0	204	1	84
WE	Left-Through-Right			0							0				0				0	
			Non	0 th-South:	865	A/a	rth-South:	865		Nor	0 th-South:	865		Non	0 th-South:	668		Non	0 th-South:	668
	CRITICAL VO	CRITICAL VOLUMES CRITICAL VOLUMES East-West: SUM:					East-West:	205			ast-West:	129			ast-West:	155			ast-West:	155
							SUM:	1070			SUM:	994			SUM:				SUM:	823
	, ,				0.698			0.751				0.698				0.578				0.578
V/C	C LESS ATSAC/ATCS ADJUS				0.598			0.651				0.598				0.478				0.478
	LEVEL OF SERVICE				Α			В				Α				Α				Α
	REN	NARKS:	HOLIDAY SAT	F DEC 23 20	017															

Version: 1i Beta; 8/4/2011 200K WESTFIELD & + 50% OFFICE + NEW WESTFIELD PROJ

EXISTING + PROJECT ANALYSIS

PROJECT IMPACT

Change in v/c due to project: -0.120
Significant impacted? NO

 $\Delta v/c$ after mitigation: -0.120 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2028	
7	East-West Street:	PROJE (CT DWY/FAS	SHION S	Q DWY	Proje	ction Year	2017		Pea	ak Hour:	PM		wed by:			Project:	ICON	MU	
	No. c posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o		NB 0 EB 0	SB WB	3 0 0 0	NB EB	0 SE		NB EB	0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0 0
	ATSAC-1 or ATSAC-1 Override	ATCS-2? Capacity			2 0			2 0				2 0				2				2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right		3 882 0	1 0 1 1 0 0	441 0	37 0 0	40 882 0	40 441 0	0 0	3 882 0	1 0 1 1 0 0	3 441 0	37 0 0	40 882 0	1 0 1 1 0 0	40 441 0	-4 0 0	36 882 0	1 0 1 1 0 0	36 441 0
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		369 618 4	1 0 1 1 0 0	369 311 4	0 21 0	369 639 4	369 322 4	0 0	369 618 4	1 0 1 1 0 0	369 311 4	0 21 0	369 639 4	2 0 1 1 0 0	203 322 4	0 0	369 639 4	2 0 1 1 0 0	203 322 4
EASTBOUND	 J Left → Left-Through → Through ¬ Through-Right ¬ Right → Left-Through-Right ¬ Left-Right 		24 0 8	1 0 0 1 0 0	24 8 0	49 0 0	73 0 8	73 8 0	0 0	24 0 8	1 0 0 1 0 0	24 8 0	49 0 0	73 0 8	1 1 0 0 1 0	37 37 0	0 0	73 0 8	1 1 0 0 1 0	37 37 0
WESTBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		123 0 269	0 1 0 0 1 0	123 123 85	0 0	123 0 269	123 123 85	0 0	123 0 269	0 1 0 0 1 0	123 123 85	0 0	123 0 269	0 1 0 0 1 0 0	123 123 168	0 0	123 0 269	0 1 0 0 1 0	123 123 168
	CRITICAL V			th-South: ast-West: SUM:	810 147 957		rth-South: East-West: SUM:	810 196 1006			th-South: ast-West: SUM:	810 147 957			th-South: ast-West: SUM:				th-South: ast-West: SUM:	644 205 849
V/C	VOLUME/CAPACITY (V/C	STMENT:			0.672 0.572			0.706 0.606				0.672 0.572				0.596 0.496				0.596 0.496
	LEVEL OF SERVIO		HOLIDAY SA		Α			В				Α				Α				Α

2

REMARKS: HOLIDAY SAT DEC 23,2017

Version: 1i Beta; 8/4/2011 200K WESTFIELD & + 50% OFFICE + NEW WESTFIELD PROJ

EXISTING + PROJECT ANALYSIS

PROJECT IMPACT

Change in v/c due to project: -0.076
Significant impacted? NO

 $\triangle v/c$ after mitigation: -0.076 Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	2017	Amb	ient Grov		2	Condu	cted by:	L	.F	Date:		7/22/2028	}
7	East-West Street:		CT DWY/FAS	SHION SO	2 DWY	Proje	ction Year	2021		Pe	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	3 0 0	NB	0 SE	3 0 3	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	ЗВ WB	0	EB	0 SE		NВ EВ	0	ЗВ WB	0	EB	0	ЗВ WВ	0	NВ EВ	0	ЗБ WB	0
	ATSAC-1 or ATSAC+				2			2				2				2				2
	Override	Сарасіту	FXISTI	NG CONDI		FXIST	NG PLUS PI		FUTUR	E CONDITI	ON W/O PR		FUTUE	RE CONDIT	ION W/ PR	•	FUTURE	W/ PROJE	CT W/ MIT	
	MOVEMENT		Ежи	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		3	1	3	44	47	47	0	3	1	3	44	47	1	47	0	47	1	47
3	← Left-Through ↑ Through		838	0 1	427	0	838	427	73	980	0 1	558	0	980	0	558	0	980	0	558
B0	↑ Through-Right		000	1	421	0	030	421	73	900	1	336	U	300	1	336	0	300	1	336
NORTHBOUND	→ Right		15	0	15	0	15	15	120	136	0	136	0	136	0	136	0	136	0	136
9	← Left-Through-Right			0							0				0				0	
	Left-Right		I	0							0				0				0	
	└ Left		438	1	438	0	438	438	149	623	1	623	0	623	2	343	0	623	2	343
SOUTHBOUND	Left-Through			0							0				0				0	
BO 1	↓ Through		641	1	322	31	672	337	53	747	1 1	375	31	778	1	390	0	778	1	390
핕	,	Right 2 0 Left-Through-Right 0				0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
l g	Left-Through-Right	→ Left-Through-Right 0					_	_		_	0	_		_	0	_		_	0	_
"	↓ Left-Right		l .	0							0				0				0	
	ال _ Left		24	1	24	76	100	100	0	26	1	26	76	102	1	51	0	102	1	51
9	→ Left-Through			0							0			.02	1	٠.		.02	1	•
00	→ Through	0	8	0	0	15	0	0	0	9	0	0	0	51	0	0	0	51		
EASTBOUND	→ Through-Right → Right		8	0	0	7	15	0	0	9	1 0	0	0	9	0 1	0	0	9	0 1	0
EAS	Left-Through-Right			0	Ŭ	,	10	Ŭ	Ü	Ü	0	ŭ	· ·	Ü	0	Ŭ	Ü	Ü	0	ŭ
	- ✓ Left-Right		I	0							0				0				0	
	√ Left		105	0	105	0	105	105	49	163	0	163	0	163	0	163	0	163	0	163
9			100	1	100		100	100		100	1	100		100	1	100		100	1	100
WESTBOUND	← Through ← Through-Right		0	0	105	0	0	105	11	11	0	174	0	11	0	174	0	11	0	174
E E	Through-Right Right		204	0 1	0	0	204	0	142	363	0 1	52	0	363	0 1	192	0	363	0 1	192
l k	Left-Through-Right		204	0	U		20 4	U	142	303	0	52	U	303	0	132		303	0	132
	├ Left-Right			0							0				0				0	
	CRITICAL V	OLUMES		th-South: ast-West:	865 129		rth-South: East-West:	865 205			th-South: ast-West:	1181 200			th-South: ast-West:	901 243			th-South: ast-West:	901 243
	ORITIOAL V	CLUMES	[SUM:	994	'	SUM:	1070		E	SUM:	1381		E	SUM:	1144		E	SUM:	1144
	VOLUME/CAPACITY (V/C) RATIO:			0.698			0.751				0.969				0.803				0.803
V/C	C LESS ATSAC/ATCS ADJUS	STMENT:			0.598			0.651				0.869				0.703				0.703
	LEVEL OF SERVICE	E (LOS):			Α			В				D	<u></u>			С				С
	RE	MARKS:	HOLIDAY SAT	Γ DEC 23,2	017															

200K WESTFIELD & + 50% OFFICE + NEW WESTFIELD PROJ Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: -0.166 $\Delta v/c$ after mitigation: -0.166 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	: 2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2028	3
7	East-West Street:	PROJE	CT DWY/FAS	SHION SO	2 DWY		ction Year			Pea	ak Hour:	PM		ewed by:				ICON		
Ор	No. of posed Ø'ing: N/S-1, E/W-2 or	Phases Both-3?			3			3 0				3				3				3
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A		LB	WB	2 0	LB.	0 00	2 0	LD	U	WB	2	LD	U	WB	2 0		U	WB	2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURI	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
٥	Left		3	1	3	37	40	40	0	3	1	3	37	40	1	40	-4	37	1	37
NORTHBOUND	← Left-Through ↑ Through ↓ Through-Right		882	0 1 1	441	0	882	441	73	1028	0 1 1	574	0	1028	0 1 1	574	0	1028	0 1 1	574
NORT	├─ Right├─ Left-Through-Right├─ Left-Right		0	0 0 0	0	0	0	0	120	120	0 0 0	120	0	120	0 0 0	120	0	120	0 0 0	120
	Lett-right																			
OND			369 618	1 0 1	369 311	0 21	369 639	369 322	149 53	548 722	1 0 1	548 363	0 21	548 743	2 0 1	301 374	0	548 743	2 0 1	301 374
HBC	→ Through-Right		010	1	311	21	000	322	33	122	1	303	21	743	1	374		743	1	374
SOUTHBOUND	 → Right		4	0 0 0	4	0	4	4	0	4	0 0 0	4	0	4	0 0 0	4	0	4	0 0 0	4
	J Left	Left 24 1			24	49	73	73	0	26	1	26	49	75	1	38	0	75	1	38
QND					8	0	0	8	0	0	0	9	0	0	1	38	0	0	1	38
BOI	→ Through-Right			1	0			0		U	1	_	0		0	30		· ·	0	
EASTBOUND	Right Left-Through-Right Left-Right		8	0 0 0	0	0	8	0	0	9	0 0 0	0	0	9	1 0 0	0	0	9	1 0 0	0
	T Leit-Right										0				0					
OND	✓ Left✓ Left-Through← Through		123	0 1 0	123	0	123 0	123	49	182 11	0 1 0	182	0	182	0 1 0	182	0	182 11	0 1 0	182
WESTBOUND	Through-Right		0	0 1	123			123	11		0	193		11	0	193			0	193
WES	Right Left-Through-Right Left-Right		269	1 0 0	85	0	269	85	142	433	0	159	0	433	0	283	0	433	0 0	283
	CRITICAL VOLUMES CRITICAL VOLUMES East-West SUM VOLUME/CAPACITY (V/C) RATIO:				810 147 957		rth-South: East-West: SUM:	810 196 1006			th-South: ast-West: SUM:	1122 219 1341			th-South: ast-West: SUM:				th-South: ast-West: SUM:	875 321 1196
	VOLUME/CAPACITY (V/C)	RATIO:			0.672			0.706				0.941				0.839				0.839
V/0					0.572			0.606				0.841				0.739				0.739
	LEVEL OF SERVICE (LOS):				A			В				D				С				С
1	BEI	REMARKS: HOLIDAY SAT DEC 23,2017				•											•			

2

Version: 1i Beta; 8/4/2011 200K WESTFIELD & + 50% OFFICE + NEW WESTFIELD PROJ

PROJECT IMPACT

Change in v/c due to project: -0.102 $\Delta v/c$ after mitigation: -0.102 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



8 East-West Street: VENTURA BL Projection Year: 2021 Peak Hour: MID DAY Reviewed by: No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? NB 0 SB 3 NB 0 SB 0 WB 0 EB 0 WB	3 0 SB 3	Project:	ICON	MU	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: EREE_1 NRTOR-2 or OLA-32 NB 0 SB 3 NB 0 SB 3 NB 0 SB 0 NB 0 SB 0 NB 0 SB 0 NB	0 SB 3				
Right Turns: FREE-1 NRTOR-2 or OLA-32 NB 0 SB 3 NB 0 SB 3 NB 0 SB 3 NB 0	SB 3				3
		NB	0	SB	0
LD 0 11D 0 LD 0 LD 0 11D 0 LD 0	WB 0	EB		WB	0
ATSAC-1 or ATSAC+ATCS-2?	2				2
Override Capacity 0 0 0 0 EXISTING CONDITION EXISTING PLUS PROJECT FUTURE CONDITION W/O PROJECT FUTURE	TION W/ PROJECT	FUTURE	W/ PROJEC	T VA// BAIT!	
MOVEMENT No. of Lane Project Total Lane Added Total No. of Lane Added Total	No. of Lane	Added		No. of	Lane
Volume Lanes Volume Traffic Volume Volume Volume Lanes Volume Vol	Lanes Volume		l I	Lanes	Volume
C Left 0 0 0 0 0 0 0 0 0 0	0 0	0	0	0	0
Left-Through 0	0			0	
Through 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0	0	0	0
Q C C C C C C C C C	0 0	0	0	0	0
Q ← Left-Through-Right 0	0			0	
Left-Right 0	0			0	
Left 212 2 117 14 226 124 50 279 2 153 14 293	2 161	0	293	2	161
Q	0		233	0	101
D Through	0 0	0	0	0	0
##	0		200	0	20
5	1 30	0	286	0	30
0 Left-Right 0	0			0	
J Left 181 1 181 19 200 200 41 237 1 237 19 256	4 050		050	4	050
201 101 10 200 41 201 10 200	1 256	0	256	1 0	256
Description 2 2 2 2 3 3 3 3 3 3	2 569	0	1138	2	569
Q	0			0	
Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0	0	0	0
Left-Tirlough-Right 0 0	0			0	
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	0 0	0	0	0	0
Through Through Sight	1 733	0	1202	1	733
© 1 1 252 1 125	1			1	
5 Right 190 0 190 16 206 206 42 248 0 248 16 264	0 264	0	264	0	264
Left-Through-Right 0 Left-Right 0	0			0	
,	rth-South: 161		North	-South:	161
	East-West: 989		Eas	st-West:	989
SUM: 851 SUM: 885 SUM: 1115	SUM: 1150			SUM:	1150
VOLUME/CAPACITY (V/C) RATIO: 0.597 0.621 0.782	0.807				0.807
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.497 0.521 0.682	0.707				0.707
LEVEL OF SERVICE (LOS): A A B REMARKS: HOLIDAY SAT 12-23-17	С				С

Version: 1i Beta; 8/4/2011 200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.025 $\triangle v/c$ after mitigation: 0.025 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
8	East-West Street:	VENTUR	A BL			Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
0		Phases			3			3				3				3				3
	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	3
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				2			2				2				2				2
	Override 0	Capacity	EVICTI	NG CONDIT	0	EVICTI	NG PLUS PI	0	FUTUR	E CONDITI		0	FUTUE	RE CONDIT	ION W/ DD	0	FUTUR	W/ PROJE	CT M// MIT	
	MOVEMENT		EXIST	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I₩	← Left-Through			0							0				0				0	
) S	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
≝	Through-Right		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND			U	0	U	U	U	U	U	U	0	U	0	U	0	U		U	0	U
Ž	Left-Right			0							0				0				0	
					3															
₽	→ Left		153	2	84	10	163	90	50	216	2	119	10	226	2	124	0	226	2	124
	→ Left-Through Through		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>B</u>	✓ Through-Right		U	0	U	U	U	U	U	U	0	U	0	U	0	U		U	0	U
	ال Right		174	1	2	11	185	0	39	227	1	0	11	238	1	0	0	238	1	0
SOUTHBOUND	Left-Through-Right			0							0				0				0	
•	↓ Left-Right			0							0				0				0	
	ے Left		172	1	172	16	188	188	41	227	1	227	16	243	1	243	0	243	1	243
9	→ Left-Through			0							0				0				0	
9	→ Through		761	2	381	0	761	381	163	987	2	494	0	987	2	494	0	987	2	494
E.	→ Through-Right → Right		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left-Through-Right		U	0	U	U	U	U	U	U	0	U	U	U	0	U		U	0	U
"	-			0							0				0				0	
			_		1															
Ω			0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	← Through		835	1	526	0	835	533	212	1116	1	697	0	1116	1	704	0	1116	1	704
	Through-Right			1		_				• •	1				1				1	
WESTBOUND	Right		217	0	217	14	231	231	42	277	0	277	14	291	0	291	0	291	0	291
Ž	Left-Through-Right Left-Right			0 0							0				0				0	
	↓ Len-Night		Nor	th-South:	84	No	rth-South:	90		Non	th-South:	119		Non	th-South:	124		Nor	th-South:	124
	CRITICAL VOLUMES East-West: SUM:				698		ast-West:	721			ast-West:	924			ast-West:				ast-West:	947
				SUM:	782		SUM:	811			SUM:	1043			SUM:	1071			SUM:	1071
	VOLUME/CAPACITY (V/C)				0.549			0.569				0.732				0.752				0.752
V/0	C LESS ATSAC/ATCS ADJUS	TMENT:			0.449			0.469				0.632				0.652				0.652
	LEVEL OF SERVICE	E (LOS):			Α			Α				В				В				В
	DEL	MADKC.	HOLIDAY SAT	F 12 22 17																

Version: 1i Beta; 8/4/2011 200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.020 △v/c after mitigation: 0.020 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODMA	AN AVENUE			Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	
9	East-West Street:	MAGNOL	IA BOULE\	/ARD		Proje	ction Year	2021		Pe	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
	No. of posed Ø'ing: N/S-1, E/W-2 or I Turns: FREE-1, NRTOR-2 or 0 ATSAC-1 or ATSAC+A Override C	OLA-3?	NB 0 EB 0	SB WB	2 0 0 0 2	NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Overnide o	apaoity	EXISTI	NG CONDI		EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		83 792 80	1 0 1 1 0 0	83 436 80	6	83 798 80	83 439 80	52 23	90 909 110	1 0 1 1 0 0	90 510 110	0 6 0	90 915 110	1 0 1 1 0 0	90 513 110	0 0	90 915 110	1 0 1 1 0 0	90 513 110
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		53 829 79	1 0 1 1 0 0	53 454 79	0 6 8	53 835 87	53 461 87	0 56 0	57 953 86	1 0 1 1 0 0	57 520 86	0 6 8	57 959 94	1 0 1 1 0 0	57 527 94	0 0	57 959 94	1 0 1 1 0 0	57 527 94
EASTBOUND			77 400 65	1 0 1 1 0 0	77 233 65	6 9 0	83 409 65	83 237 65	0 30 0	83 463 70	1 0 1 1 0 0	83 267 70	6 9 0	89 472 70	1 0 1 1 0 0	89 271 70	0 0	89 472 70	1 0 1 1 0 0	89 271 70
WESTBOUND	← Left ← Left-Through ← Through-Right Right ← Left-Through-Right Left-Right		111 352 56	1 0 1 1 0 0	111 204 56	0 10 0	111 362 56	111 209 56	0 20 25	120 401 86	1 0 1 1 0 0	120 244 86	0 10 0	120 411 86	1 0 1 1 0 0	120 249 86	0 0	120 411 86	1 0 1 1 0 0	120 249 86
	CRITICAL VOLUMES Rooth-South: East-West: SUM:		537 344 881		rth-South: East-West: SUM:	544 348 892			th-South: ast-West: SUM:	610 387 997			th-South: ast-West: SUM:	617 391 1008			th-South: ast-West: SUM:	617 391 1008		
V/0	VOLUME/CAPACITY (V/C) C LESS ATSAC/ATCS ADJUST	TMENT:			0.587 0.487			0.595 0.495				0.665 0.565				0.672 0.572				0.672 0.572
	LEVEL OF SERVICE (LOS):				Α			Α				Α				Α				Α

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011 200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.007 △v/c after mitigation: 0.007 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODN	IAN AVENUI			Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	}
9	East-West Street:	MAGNO	LIA BOULE	/ARD		Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
1	posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC-	or OLA-3? +ATCS-2?	NB 0 EB 0	SB WB	2 0 0 0 2	NB EB	0 SE 0 WI	B 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Override	Capacity	EVISTI	NG CONDI	O TION	EVIST	ING PLUS P	0	EUTUD	E CONDITION		0	EUTUS	RE CONDIT	ION W/ PP	0 IECT	EUTUDE	W/ PROJE	CT W/ MIT	O IGATION
	MOVEMENT		EXIST	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NORTHBOUND	Left Left-Through Through Through-Right		102 901	1 0 1 1	102 482	0	102 905	102 484	0 52	110 1027	1 0 1	110 559	0	110 1031	1 0 1	110 561	0	110 1031	1 0 1	110 561
NORTH	Right Left-Through-Right Left-Right		62	0 0 0	62	0	62	62	23	90	0 0	90	0	90	0 0	90	0	90	0 0	90
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		33 812 79	1 0 1 1 0 0	33 446 79	0 5 6	33 817 85	33 451 85	0 56 0	36 935 86	1 0 1 1 0 0	36 511 86	0 5 6	36 940 92	1 0 1 1 0 0	36 516 92	0 0	36 940 92	1 0 1 1 0 0	36 516 92
EASTBOUND			78 446 81	1 0 1 1 0 0	78 264 81	3 6 0	81 452 81	81 267 81	0 30 0	84 513 88	1 0 1 1 0 0	84 301 88	3 6 0	87 519 88	1 0 1 1 0 0	87 304 88	0 0	87 519 88	1 0 1 1 0 0	87 304 88
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		100 383 52	1 0 1 1 0 0	100 218 52	0 8 0	100 391 52	100 222 52	0 20 25	108 435 81	1 0 1 1 0 0	108 258 81	0 8 0	108 443 81	1 0 1 1 0 0	108 262 81	0 0	108 443 81	1 0 1 1 0 0	108 262 81
	CRITICAL V			th-South: ast-West: SUM:	548 364 912		rth-South: East-West: SUM:	553 367 920			th-South: ast-West: SUM:	621 409 1030			th-South: ast-West: SUM:	626 412 1038			th-South: ast-West: SUM:	626 412 1038
V/C	VOLUME/CAPACITY (V/C	STMENT:			0.608 0.508			0.613 0.513				0.687 0.587				0.692 0.592				0.692 0.592
<u></u>	LEVEL OF SERVICE (LOS): REMARKS: HOLIDAY:			Г 12-23-17	Α			Α				Α				Α				Α

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011 200K WESTFIELD & + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.005 ∆v/c after mitigation: 0.005

Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUE	<u> </u>		Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	ı	.F	Date:		7/22/2018	3
10	East-West Street:	RIVERSI	DE DRIVE			Proje	ction Year	2017		Pe	ak Hour:	MID DAY		wed by:			Project:	ICON		
Ор	No. of posed Ø'ing: N/S-1, E/W-2 or	Phases Both-3?			4 0		0 0	4 0				4 0				4 0				4 0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 3 EB 0	SB WB	0	NB EB	3 SE 0 W		NB EB	3	SB WB	0	NB EB	3	SB WB	0	NB EB	3	SB WB	0
	ATSAC-1 or ATSAC+A Override (2			2 0				2				2				2
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
₽	↑ Left Left-Through		580	2 0	319	52	632	348	0	580	2 0	319	52	632	2	348	-5	627	2	345
NORTHBOUND	↑ Leπ-Inrougn ↑ Through ↑ Through-Right		629	2 0	315	0	629	315	0	629	0 2 0	315	0	629	2	315	0	629	2	315
NORTE			178	1 0	0	0	178	0	0	178	1 0	0	0	178	1 0	0	0	178	1 0	0
			I	0							0				0				0	
QN	→ Left → Left-Through		91	1 0	91	0	91	91	0	91	1 0	91	0	91	1 0	91	0	91	1 0	91
301	Through		685	2 0	343	0	685	343	0	685	2	343	0	685	2	343	0	685	2	343
SOUTHBOUND	→ Through-Right → Right → Left-Through-Right		309	1 0	172	6	315	175	0	309	0 1 0	172	6	315	1 0	175	-1	314	0 1 0	174
	↓ Left-Right		I	0							0				0				0	
Q	✓ Left→ Left-Through		275	1 0	275	6	281	281	0	275	1 0	275	6	281	1 0	281	-1	280	1 0	280
EASTBOUND	→ Through → Through-Right		597 360	1 1 0	479 360	10 45	607 405	506 405	0	597 360	1 1 0	479 360	10 45	607 405	1 1 0	506 405	-1 -5	606 401	2 0 1	303
EAS	Right Left-Through-Right Left-Right		360	0	360	45	405	405	0	360	0 0	360	45	405	0	405	-5	401	0	220
			007				00=	005										-00-		00=
UND	✓ Left✓ Left-Through← Through		267 638	1 0 2	267 319	0 11	267 649	267 325	0	267 638	1 0 2	267 319	0	267 649	1 0 2	267 325	0 -1	267 648	1 0 2	267 324
WESTBOUND	Through-Right Right Left-Through-Right		117	0 1	72	0	117	72	0	117	0 1	72	0	117	0	72	0	117	0 1	72
WE	,			0 0							0 0				0				0	
	├─ Left-Right			th-South: ast-West:	662 746		rth-South:	691 773			th-South: ast-West:	662 746			th-South: ast-West:	691 773			th-South: ast-West:	688 604
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	1408		SUM:	1464			SUM:	1408			SUM:				SUM:	1292	
V//	C LESS ATSAC/ATCS ADJUS				1.024 0.924			1.065 0.965				1.024 0.924				1.065 0.965				0.940 0.840
					0.924 E			0.965 E				0.924 E				0.965 E				0.840 D
<u> </u>	LEVEL OF SERVICE (LOS): REMARKS: HOLIDAY SAT 12-23-17				l			<u> </u>				l							U	

Version: 1i Beta; 8/4/2011 200k WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

EXISTING + PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.041 $\Delta v/c$ after mitigation: -0.084 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUE	E		Yea	r of Count	: 2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	ı	.F	Date:		7/22/2018	3
10	East-West Street:	RIVERSI	DE DRIVE				ction Year			Pea	ak Hour:	PM		wed by:				ICON		
Ор	No. of posed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?			4 0			4 0				4 0				4 0		L		4 0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 3	SB	0	NB	3 SI		NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
	ATSAC-1 or ATSAC+A		EB 0	WB	0 2	EB	0 W	B 0 2	EB	0	WB	0	EB	0	WB	0 2	EB	0	WB	0 2
	Override (0			0				0				0				0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURI	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total Volume	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane Volume
	↑ Left		Volume 504	Lanes 2	Volume 277	Traffic 42	Volume 546	Volume 300	Volume 0	504	Lanes 2	Volume 277	Volume 42	Volume 546	Lanes 2	Volume 300	Volume -4	Volume 542	Lanes 2	298
9	← Left-Through		304	0	211	42	540	300	U	304	0	211	42	540	0	300	-4	542	0	290
9	Through		757	2	379	0	757	379	0	757	2	379	0	757	2	379	0	757	2	379
里	Through-Right			0							0				0				0	
NORTHBOUND	Right		163	1	0	0	163	0	0	163	1 0	0	0	163	1	0	0	163	1 0	0
¥	← Left-Through-Right ← Left-Right			0 0							0				0				0	
			I		1															
۵	Left		71	1	71	0	71	71	0	71	1	71	0	71	1	71	0	71	1	71
SOUTHBOUND			691	0 2	346	0	691	346	0	691	0 2	346	0	691	0 2	346	0	691	0 2	346
<u> </u>	Through-Right		091	0	340	0	091	340	0	091	0	340	0	091	0	340		091	0	340
<u>\$</u>	→ Right		332	1	193	5	337	196	0	332	1	193	6	338	1	197	-1	337	1	196
SOI	Left-Through-Right			0 0							0				0				0	
	↓ Left-Right		l i	U							U				U				U	
_	ب Left		279	1	279	4	283	283	0	279	1	279	4	283	1	283	0	283	1	283
2	→ Left-Through		004	0	F44	_	000	504	0	004	0	544	_	000	0	504		007	0	0.40
l S	→ Through → Through-Right		691	1 1	544	7	698	561	0	691	1	544	7	698	1	561	-1	697	2	349
EASTBOUND	Right		396	0	396	27	423	423	0	396	0	396	27	423	0	423	-3	420	1	271
Æ	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right		I	0							0				0				0	
	√ Left		224	1	224	0	224	224	0	224	1	224	0	224	1	224	0	224	1	224
WESTBOUND				0		_				5 0.	0		_		0	6			0	67.
301	← Through ← Through-Right		531	2 0	266	9	540	270	0	531	2	266	9	540	2	270	-1	539	2	270
ST	Right Left-Through-Right		155	1	120	0	155	120	0	155	1	120	0	155	1	120	0	155	1	120
WE	,			0							0				0				0	
	├ Left-Right		Nor	0 th-South:	623	No.	rth-South:	646		Nor	0 th-South:	623		Nor	0 th-South:	646		Nor	0 th-South:	644
	CRITICAL VOLUMES East-West: 7		768		East-West:	785			ast-West:	768			ast-West:	785			ast-West:	573		
			1391		SUM:	1431			SUM:	1391			SUM:	1431			SUM:	1217		
	VOLUME/CAPACITY (V/C)				1.012			1.041				1.012				1.041				0.885
V/	C LESS ATSAC/ATCS ADJUS				0.912			0.941				0.912				0.941				0.785
	LEVEL OF SERVIC	E (LOS):			E			E				E				E	<u> </u>			С
	REMARKS: HOLIDAY SAT 12-23-17																	•	_	

2

Version: 1i Beta; 8/4/2011 200k WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

EXISTING + PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.029 $\Delta v/c$ after mitigation: -0.127 YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUE	<u> </u>		Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
10	East-West Street:	RIVERSI	DE DRIVE				ction Year			Pe	ak Hour:	MID DAY		wed by:				ICON		
Ор	No. of posed Ø'ing: N/S-1, E/W-2 or	Phases Both-3?			4 0			4 0				4 0				4 0				4 0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 3 EB 0	SB WB	0	NB EB	3 SE 0 W		NB EB	3	SB WB	0	NB EB	3	SB WB	0	NB EB	3	SB WB	0
	ATSAC-1 or ATSAC+A Override O		LB	WB	2 0	LB.	0 00	2 0	LD	O	WB	2 0	LB-	0	WD	2 0	LB	U	WD	2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
۵	Left		580	2	319	52	632	348	0	628	2	345	52	680	2	374	-5	675	2	371
NORTHBOUND	← Left-Through ↑ Through ↑ Through-Right		629	0 2 0	315	0	629	315	68	749	0 2 0	375	0	749	0 2 0	375	0	749	0 2 0	375
NORTI			178	1 0 0	0	0	178	0	23	216	1 0 0	0	0	216	1 0 0	0	0	216	1 0 0	0
	← Left-Right			U							U				U				U	
OND			91	1 0	91	0	91	91	1	100	1 0	100	0	100	1 0	100	0	100	1 0	100
<u>8</u>	↓ Through ↓ Through-Right		685	2 0	343	0	685	343	61	802	2 0	401	0	802	2	401	0	802	2	401
SOUTHBOUND	→ Right → Left-Through-Right → Left-Right		309	1 0 0	172	6	315	175	21	355	1 0 0	195	6	361	1 0 0	198	-1	361	1 0 0	198
	1 1				-															
₽			275	1 0	275	6	281	281	23	321	1 0	321	6	327	1 0	327	-1	326	1 0	326
EASTBOUND	→ Through → Through-Right		597	1 1	479	10	607	506	33	679	1 1	535	10	689	1	562	-1	688	2	344
EAST	Right Left-Through-Right Left-Right		360	0 0 0	360	45	405	405	0	390	0 0 0	390	45	435	0 0 0	435	-5	430	1 0 0	245
				, i	3							3								
UND	✓ Left✓ Left-Through← Through		267 638	1 0 2	267 319	0	267 649	267 325	10	299 714	1 0 2	299 357	0	299 725	1 0 2	299 363	0 -1	299 723	1 0 2	299 362
WESTBOUND	Through Through-Right Right Left-Through-Right		117	0 1	319 72	0	117	325 72	0	127	0 1	35 <i>1</i> 77	0	125	0	77	0	127	0 1	362 77
WE	Left-Through-Right Left-Right			0 0							0 0				0				0 0	
	Non		th-South: ast-West: SUM:	662 746 1408		rth-South: East-West: SUM:	691 773 1464			th-South: ast-West: SUM:	746 834 1580			th-South: ast-West: SUM:				th-South: ast-West: SUM:	772 688 1460	
	VOLUME/CAPACITY (V/C)	RATIO:			1.024			1.065				1.149				1.190				1.062
V/C	C LESS ATSAC/ATCS ADJUS	TMENT:			0.924			0.965				1.049				1.090				0.962
	LEVEL OF SERVICE	E (LOS):			Е			Е				F				F	<u> </u>			E
	REMARKS: HOLIDAY SAT 12-23-																			

Version: 1i Beta; 8/4/2011 200k WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.041 $\Delta v/c$ after mitigation: -0.087 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	AN AVENUI			Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	
10	East-West Street:	RIVERSI	DE DRIVE			Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	ewed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or ATSAC-1 or ATSAC+	r OLA-3? ATCS-2?	NB 3 EB 0	SB WB	4 0 0 0 2	NB EB	3 SE 0 W		NB EB	3	SB WB	4 0 0 0 2	NB EB	3	SB WB	4 0 0 0 2	NB EB	3	SB WB	4 0 0 0 2
	Override	Сарасіту	FXISTI	NG CONDI		FXIST	ING PLUS P		FUTUR	E CONDITI	ON W/O PR		FUTUI	RE CONDIT	ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		504 757 163	2 0 2 0 1 0	277 379 0	0 0	546 757 163	300 379 0	0 68 23	546 887 199	2 0 2 0 1 0	300 444 0	42 0 0	588 887 199	2 0 2 0 1 0	323 444 0	-4 0 0	583 887 199	2 0 2 0 1 0	321 444 0
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		71 691 332	1 0 2 0 1 0	71 346 193	0 0 5	71 691 337	71 346 196	6 61 21	83 809 380	1 0 2 0 1 0	83 405 218	0 0 6	83 809 386	1 0 2 0 1 0	83 405 222	0 0 -1	83 809 386	1 0 2 0 1 0	83 405 222
EASTBOUND			279 691 396	1 0 1 1 0 0	279 544 396	4 7 27	283 698 423	283 561 423	23 33 0	325 781 429	1 0 1 1 0 0	325 605 429	4 7 27	329 788 456	1 0 1 1 0 0	329 622 456	-1 -3	329 787 453	1 0 2 0 1 0	329 394 293
WESTBOUND	✓ Left ✓ Left-Through ← Through-Right ← Right ✓ Left-Through-Right ✓ Left-Right		224 531 155	1 0 2 0 1 0	224 266 120	9	224 540 155	224 270 120	10 23 0	252 598 168	1 0 2 0 1 0 0	252 299 127	9	252 607 168	1 0 2 0 1 0 0	252 304 127	0 -1 0	252 606 168	1 0 2 0 1 0 0	252 303 127
	CRITICAL V			th-South: ast-West: SUM:	623 768 1391		rth-South: East-West: SUM:	646 785 1431			th-South: ast-West: SUM:	705 857 1562			th-South: ast-West: SUM:	728 874 1602			th-South: ast-West: SUM:	726 646 1372
V/C	VOLUME/CAPACITY (V/C	STMENT:			1.012 0.912 E			1.041 0.941 E				1.136 1.036 F				1.165 1.065 F				0.998 0.898 D
L	LEVEL OF SERVICE (LOS):				E							г				г				ע

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011 200k WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT



(Circular 212 Method)



I/S #:	North-South Street: W	VOODMAN AV	ENUE			Yea	r of Count	2017	Amb	ient Grov		2	Condu	cted by:	L	.F	Date:		7/22/2018	}
11		IB 101 FWY R	MPS			Proje	ction Year	2021		Pea	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
	No. of P posed Ø'ing: N/S-1, E/W-2 or Bo	oth-3?	0 3	SB	3 0 0	NB	0 SE	3 0 3	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: FREE-1, NRTOR-2 or O	LA-3? NB EB		<i>WВ</i>	0	EB	0 SE		EB	0	ЗВ WВ	0	EB	0	ЗВ WВ	0	NВ ЕВ	0	ЗВ WВ	0
	ATSAC-1 or ATSAC+AT Override Ca	CS-2?			2			2 0				2				2				2 0
			XISTING	CONDIT	ION	EXISTI	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	Volu		lo. of anes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
۵	Left	;	82	1	382	0	382	382	0	413	1	413	0	413	1	413	0	413	1	413
NORTHBOUND	← Left-Through Through	9	35	0 3 0	312	26	961	320	75	1087	0 3 0	362	26	1113	0 3 0	371	0	1113	0 3 0	371
티	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S S	← Left-Through-Right		Ŭ	0	ŭ	· ·	Ŭ	Ŭ	Ü	Ŭ	0	ŭ	· ·	Ü	0	· ·	Ü	Ü	0	ŭ
2	← Left-Right			0							0				0				0	
				0	0		0		0		0	0			0	0			0	0
9			0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
ō	Through	9	34	4	234	45	979	245	73	1084	4	271	45	1129	4	282	0	1129	4	282
문	← Through-Right			0		_					0		_		0		_		0	
SOUTHBOUND	→ Right → Left-Through-Right		16	1	516	0	516	516	31	590	1 0	590	0	590	1 0	590	0	590	1	590
SC	Left-Right			0							0				0				0	
			0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Leπ-Inrough → Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<u>8</u>	→ Through-Right			0	_			_		,	0	Ť			0				0	
AST	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ш	★ Left-Through-Right ★ Left-Right			0							0 0				0				0	
	√ Left ✓		95	1	256	0	295	264	32	351	1	301	0	351	1	309	0	351	1	309
WESTBOUND				0	256	0	0	264	0	0	0 0	301	0	0	0	309	0	0	0	309
8	Through-Right			0	200		U	204		Ū	0	301		U	0	303		U	0	303
EST	Right	4	72	1	0	26	498	0	40	551	1	0	26	577	1	0	0	577	1	0
Ž	Left-Through-Right Left-Right			1							1 0				1				1	
	↓ Leit-Ngiit	- -	North-S		898	No	rth-South:	898		Nor	th-South:	1003		Non	th-South:	1003		Non	th-South:	1003
	CRITICAL VOLUMES East-West: 25		256		ast-West:	264			ast-West:	301			ast-West:	309			ast-West:	309		
				SUM:	1154		SUM:	1162			SUM:	1304			SUM:	1312			SUM:	1312
	VOLUME/CAPACITY (V/C) R				0.810			0.815				0.915				0.921				0.921
V/C	C LESS ATSAC/ATCS ADJUST				0.710			0.715				0.815				0.821				0.821
	LEVEL OF SERVICE (, ,			С			С				D				D				D
	REMA	ARKS: HOLIDA																		

200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.006 $\Delta v/c$ after mitigation: 0.006 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	AN AVENUE	<u> </u>		Yea	r of Count	: 2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
11	East-West Street:	NB 101 F	WY RAMPS	6		i	ction Year			Pea	ak Hour:	PM		wed by:				ICON		
	No. of F posed Ø'ing: N/S-1, E/W-2 or B Turns: FREE-1, NRTOR-2 or C	Both-3? DLA-3?	NB 0 EB 0	SB WB	3 0 0 0	NB EB	0 SE	B 0	NB EB	0	SB WB	3 0 0 0	NB EB	0 0	SB WB	3 0 0 0	NB EB	0 0	SB WB	3 0 0 0
	ATSAC-1 or ATSAC+AT Override Ca				2			2 0				2 0				2				2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		326 942 0	1 0 3 0 0 0	326 314 0	0 21 0	326 963 0	326 321 0	3 75 0	356 1095 0	1 0 3 0 0 0	356 365 0	0 21 0	356 1116 0	1 0 3 0 0 0	356 372 0	0 0	356 1116 0	1 0 3 0 0 0	356 372 0
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		975 565	0 0 4 0 1 0	0 244 565	0 27 0	0 1002 565	0 251 565	73 31	0 1128 643	0 0 4 0 1 0	0 282 643	0 27 0	0 1155 643	0 0 4 0 1 0	0 289 643	0 0	0 1155 643	0 0 4 0 1 0	0 289 643
EASTBOUND	→ Left → Left-Through → Through ↑ Through-Right Right ← Left-Through-Right ← Left-Right		0	0 0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0 0	0 0 0
WESTBOUND	← Left C Left-Through ← Through-Right Right Left-Through-Right Left-Right		342 4 462	1 0 0 0 1 1	269 269 0	0 0 21	342 4 483	276 276 0	32 0 40	402 4 540	1 0 0 0 1 1 0	315 315 0	0 0 21	402 4 561	1 0 0 0 1 1 1	322 322 0	0 0	402 4 561	1 0 0 0 1 1 1	322 322 0
	CRITICAL VOLUMES Rest-West: SUM:		891 269 1160		rth-South: East-West: SUM:	891 276 1167			th-South: ast-West: SUM:	999 315 1314			th-South: ast-West: SUM:				th-South: ast-West: SUM:	999 322 1321		
V/0	VOLUME/CAPACITY (V/C) C LESS ATSAC/ATCS ADJUST LEVEL OF SERVICE	MENT:			0.814 0.714 C			0.819 0.719 C				0.922 0.822 D				0.927 0.827 D				0.927 0.827 D
<u> </u>	REMARKS: HOLIDAY SAT 12-23-17																			

Version: 1i Beta; 8/4/2011 200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.005 ∆v/c after mitigation: 0.005 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: WO	ODMAN AVENU	E		Yea	r of Count	: 2017	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
12	East-West Street: SB	101 FWY RAMP	S			ction Year			Pe	ak Hour:	MID DAY		ewed by:				ICON		
	No. of Pha posed Ø'ing: N/S-1, E/W-2 or Both	-3?		3 0		0 0	3 0				3 0				3 0				3 0
Right	Turns: FREE-1, NRTOR-2 or OLA	-3? NB 2 EB 0	SB WB	0	NB EB	2 SE 0 W		NB EB	2	SB WB	0	NB EB	2	SB WB	0	NB EB	2	SB WB	0
	ATSAC-1 or ATSAC+ATCS Override Capa	-2?	2	2 0	25	0 111	2 0		· ·	,,,,	2 0		0	2	2 0		· ·	2	2 0
		EXIST	ING CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ION W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
Ω	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND		936	0 3 1	312	26	962	321	50	1063	0 3 1	354	26	1089	0 3 1	363	0	1089	0 3 1	363
ORTH		328	0	328	0	328	328	31	386	0	386	0	386	0	386	0	386	0	386
ž	Left-Right		0							0				0				0	
Ω	→ Left	318	1	318	23	341	341	19	363	1	363	23	386	1	386	0	386	1	386
SOUTHBOUND	→ Left-Through Through	909	3	303	22	931	310	85	1069	0 3	356	22	1091	0	364	0	1091	0	364
H	← Through-Right ← Right	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0	0
sor	← Left-Through-Right		0 0							0 0				0				0 0	
	Left	387	1	275	0	387	275	25	444	1	306	0	444	1	306	0	444	1	306
EASTBOUND	→ Left-Through→ Through	3	0	275	0	3	275	0	3	0 0	306	0	3	0 0	306	0	3	0 0	306
твс	→ Through-Right → Right	434	0 1	0	0	434	0	0	470	0 1	0	0	470	0	0	0	470	0	0
EAS	Left-Through-Right	404	1 0	Ŭ		404	· ·		470	1 0			470	1 0	Ü		470	1 0	J
														-					
DNI	✓ Left✓ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBOL	← Through ↑ Through-Right	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0
WESTBOUND	Right Left-Through-Right	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	0 0	0
	├ Left-Right	A/o	0 rth South:	646	A/o	rth-South:	669		Man	0 th-South:	749		No.	0 th-South:	772		Non	0 th-South:	772
	CRITICAL VOLUMES East-West: 2		275		East-West: SUM:	275 944			ast-West: SUM:	306			ast-West: SUM:	306			ast-West: SUM:	306 1078	
	VOLUME/CAPACITY (V/C) RA	TIO:		0.646			0.662				0.740				0.756				0.756
V/C	C LESS ATSAC/ATCS ADJUSTME			0.546			0.562				0.640				0.656				0.656
	LEVEL OF SERVICE (LC	OS):		Α			Α				В				В				В
	REMARKS: HOLIDAY SAT 12-23-17																		

Version: 1i Beta; 8/4/2011 200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.016 $\Delta v/c$ after mitigation: 0.016 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:						Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
12			WY RAMPS	3		Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
Op	No. of I posed Ø'ing: N/S-1, E/W-2 or E	Phases Both-3?			3			3				3				3				3
1 .	Turns: FREE-1, NRTOR-2 or 0		NB 2	SB	0	NB	2 SE		NB	2	SB	0	NB	2	SB	0	NB	2	SB	0
	ATSAC-1 or ATSAC+A		<i>EB</i> 0	WB	0 2	EB	0 W	3 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override C				0			0				0				0				0
			EXISTI	NG CONDI	TION		NG PLUS P	ROJECT		E CONDITI		OJECT		RE CONDIT		OJECT		W/ PROJE		IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through			0							0				0		_		0	
BOI	↑ Through		855	3 1	285	21	876	292	50	975	3 1	325	21	996	3	332	0	996	3 1	332
TH	Through-Right Right		296	0	296	0	296	296	31	351	0	351	0	351	0	351	0	351	0	351
Š	Left-Through-Right			0							0				0				0	
				0							0				0				0	
	└ Left		360	1	360	13	373	373	19	409	1	409	13	422	1	422	0	422	1	422
N N	→ Left-Through		000	0			0.0	0.0		.00	0				0				0	
301	Through		964	3	321	14	978	326	85	1128	3	376	14	1142	3	381	0	1142	3 0	381
Ӗ	← Through-Right → Right		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		Ĭ	0			ŭ	· ·		ŭ	0	, and the second		· ·	0	ŭ		· ·	0	ŭ
0,	↓ Left-Right			0							0				0				0	
	_ J Left		431	1	265	0	431	265	25	492	1	295	0	492	1	295	0	492	1	295
Q.	→ Left-Through			0							0				0				0	
l o	→ Through → Through-Right		3	0 0	265	0	3	265	0	3	0	295	0	3	0	295	0	3	0	295
EASTBOUND	→ Through-Right → Right		361	1	0	0	361	0	0	391	1	0	0	391	1	0	0	391	1	0
EA:	Left-Through-Right			1							1	-			1				1	
	- ≺ Left-Right			0							0				0				0	
	√ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND				0							0				0				0	
300	← Through ← Through-Right		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STE	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WE	Left-Through-Right			0							0				0				0	
	├ Left-Right		Non	0 th-South:	656	A/o	rth-South:	669		Non	0 th-South:	760		Nor	0 th-South:	773		Nor	0 th-South:	773
	CRITICAL VO	LUMES		ast-West:	265	l	tin-South: East-West:	265			ast-West:	295			in-South: ast-West:				ın-soutn: ast-West:	295
				SUM:	921		SUM:	934			SUM:	1055			SUM:				SUM:	1068
	VOLUME/CAPACITY (V/C)				0.646			0.655				0.740				0.749				0.749
V/0	C LESS ATSAC/ATCS ADJUST				0.546			0.555				0.640				0.649				0.649
	LEVEL OF SERVICE (LOS):			Α			Α				В				В				В	
	DEM	IADVC.	HOLIDAY SAT	F 12 22 17																

2

Version: 1i Beta; 8/4/2011 200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.009 $\Delta v/c$ after mitigation: 0.009 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVE			Yea	r of Count	: 2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	}
13	East-West Street:	CHANDL	ER BL			Proje	ction Year	2021		Pe	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
1	posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC-	or OLA-3?	NB 0 EB 0	SB WB	2 0 0 0 2	NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Overnac	Cupucity	EXISTI	NG CONDI		EXIST	ING PLUS P		FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURI	W/ PROJE	CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right		55 518 69	1 0 1 1 0 0	55 294 69	4 12 4	59 530 73	302 73	60	60 621 75	1 0 1 1 0 0	348 75	4 12 4	64 633 79	1 0 1 1 0 0	64 356 79	0 0	64 633 79	1 0 1 1 0 0	64 356 79
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		31 561 10	1 0 0 1 0 0	31 571 0	0 14 0	31 575 10	31 585 0	0 61 0	34 668 11	1 0 0 1 0 0	34 679 0	0 14 0	34 682 11	1 0 0 1 0 0	34 693 0	0 0	34 682 11	1 0 0 1 0 0	34 693 0
EASTBOUND	→ Left → Left-Through → Through		14 187 101	1 0 2 0 1 0	14 94 74	0 0 5	14 187 106	14 94 77	0 4 0	15 206 109	1 0 2 0 1 0	15 103 79	0 0 5	15 206 114	1 0 2 0 1 0	15 103 82	0 0	15 206 114	1 0 2 0 1 0	15 103 82
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		80 158 45	1 0 2 0 1 0	80 79 30	5 0	85 158 45	85 79 30	0 8 0	87 179 49	1 0 2 0 1 0	90 32	5 0	92 179 49	1 0 2 0 1 0 0	92 90 32	0 0	92 179 49	1 0 2 0 1 0 0	92 90 32
	CRITICAL V			th-South: ast-West: SUM:	626 174 800		rth-South: East-West: SUM:	644 179 823			th-South: ast-West: SUM:	739 190 929			th-South: ast-West: SUM:	757 195 952			th-South: ast-West: SUM:	757 195 952
V/0	VOLUME/CAPACITY (V/C C LESS ATSAC/ATCS ADJU LEVEL OF SERVIO	STMENT: CE (LOS):	HOLIDAY SA		0.533 0.433 A			0.549 0.449 A				0.619 0.519 A				0.635 0.535 A				0.635 0.535 A

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011 200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.016 $\triangle v/c$ after mitigation: 0.016 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: H	AZELTINE AVE			Yea	r of Count	: 2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	ı	.F	Date:		7/22/2018	3
13	East-West Street: C	HANDLER BL			i -	ction Year			Pea	ak Hour:	PM		ewed by:				ICON		
	No. of P	hases		2			2				2				2	-	L		2
Op	posed Ø'ing: N/S-1, E/W-2 or Bo			0		0 0	0		0		0		0		0		0		0
Right	Turns: FREE-1, NRTOR-2 or OI	LA-3? NB EB		0	NB EB	0 SI 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+AT		, ,,,	2		0	2			2	2				2			2	2
	Override Ca			0			0				0				0				0
	MOVEMENT	EXI	STING COND			ING PLUS P			E CONDITI				RE CONDIT				W/ PROJE		
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left	7		77	2	79	79	0	83	1	83	2	85	1	85	0	85	1	85
2	← Left-Through		0							0		_		0				0	
l S	Through	65	1	366	7	662	370	60	769	1	426	7	776	1	430	0	776	1	430
NORTHBOUND	Through-Right	_	1	76		78	78	0	82	1	00	2	84	1	0.4	0	84	1	0.4
		7	0 0	76	2	78	78	U	82	0	82	2	84	0	84	U	84	0	84
Ž	Left-Right		0							0				0				0	
ē	└→ Left ├→ Left-Through	3	3 1 0	36	0	36	36	0	39	1 0	39	0	39	1 0	39	0	39	1 0	39
SOUTHBOUND	Through	52		537	11	531	548	61	624	0	642	11	635	0	653	0	635	0	653
単	← Through-Right		1							1				1				1	
5	Right	1		0	0	17	0	0	18	0	0	0	18	0	0	0	18	0	0
SC	← Left-Through-Right		0							0				0				0	
		•		3															
	Left	2		27	0	27	27	0	29	1	29	0	29	1	29	0	29	1	29
		19	0	95	0	190	95	4	210	0 2	105	0	210	0 2	105	0	210	0 2	105
EASTBOUND	→ Through-Right	13	0	33		100	33	_	210	0	100		210	0	100		210	0	100
\ST	Right	7	=	32	4	74	35	0	76	1	35	4	80	1	38	0	80	1	38
9	→ Left-Through-Right → Left-Right		0							0				0				0	
	Lettrigit									<u> </u>				0				<u> </u>	
	✓ Left	8	=	83	4	87	87	0	90	1	90	4	94	1	94	0	94	1	94
WESTBOUND		16	0 2	82	0	163	82	8	184	0 2	92	0	184	0 2	92	0	184	0 2	92
BO	Through-Right	16	0	62	"	103	62	0	104	0	92	U	104	0	92		104	0	92
EST	Right	5		38	0	56	38	0	61	1	42	0	61	1	42	0	61	1	42
×	Left-Through-Right Left-Right		0							0				0				0	
	↓ Leit-Right	,	lorth-South	: 614	No	orth-South:	627		Nor	th-South:	725		Nor	th-South:	738	\vdash	Nor	th-South:	738
	CRITICAL VOL		East-West	: 178	l .	East-West:	182			ast-West:	195			ast-West:	199			ast-West:	199
			SUM			SUM:	809			SUM:	920			SUM:				SUM:	937
	VOLUME/CAPACITY (V/C) R			0.528			0.539				0.613				0.625				0.625
V/	C LESS ATSAC/ATCS ADJUSTN			0.428			0.439				0.513				0.525				0.525
	LEVEL OF SERVICE (· / I		Α			Α				Α				Α				Α
	REMARKS: HOLIDAY SAT 12-23-17																		

Version: 1i Beta; 8/4/2011 200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.012 ∆v/c after mitigation: 0.012 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	FULTON	I AV			Yea	r of Count	: 2017	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.F	Date:		7/22/2018	3
14	East-West Street:	RIVERSI	DE DR			Proje	ction Year	2021		Pe	ak Hour:	MID DAY	Revie	wed by:			Project:	ICON	MU	
1	posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC-	or OLA-3?	NB 0 EB 0	SB WB	2 0 0 0 2	NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Override	Сараспу	FXISTI	NG CONDI	_	FXIST	ING PLUS P		FUTUR	E CONDITI	ON W/O PE		FUTU	RE CONDIT	ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left ↓ Left-Through ↑ Through-Right ← Right ↓ Left-Through-Right ↓ Left-Through-Right		184 336 113	1 0 1 0 1 0	184 336 76	0 0	184 336 113	184 336 76	0	207 364 122	1 0 1 0 1 0	207 364 79	0 0	207 364 122	1 0 1 0 1 0	207 364 79	0 0	207 364 122	1 0 1 0 1 0	207 364 79
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right		86 294 139	1 0 1 1 0 0	86 217 139	0 0	86 294 139	86 217 139	0 0 8	93 318 158	1 0 1 1 0 0	93 238 158	0 0	93 318 158	1 0 1 1 0 0	93 238 158	0 0 0	93 318 158	1 0 1 1 0 0	93 238 158
EASTBOUND	→ Left → Left-Through → Through		112 607 118	1 0 2 0 1 0	304 26	0 10 0	112 617 118	309 26	0 47 0	121 704 128	1 0 2 0 1 0	352 25	0 10 0	121 714 128	1 0 2 0 1 0	357 25	0 -2 0	121 713 127	1 0 2 0 1 0	121 357 24
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		75 698 72	1 0 2 0 1 0	75 349 29	0 11 0	75 709 72	75 355 29	5 51 6	86 807 84	1 0 2 0 1 0	86 404 38	0 11 0	86 818 84	1 0 2 0 1 0 0	86 409 38	0 0	86 818 84	1 0 2 0 1 0 0	86 409 38
	CRITICAL V			th-South: ast-West: SUM:	422 461 883		rth-South: East-West: SUM:	422 467 889			th-South: ast-West: SUM:	457 525 982			th-South: ast-West: SUM:				th-South: ast-West: SUM:	457 530 987
V/	VOLUME/CAPACITY (V/C C LESS ATSAC/ATCS ADJU LEVEL OF SERVI	STMENT: CE (LOS):	HOLIDAY SA		0.589 0.489 A			0.593 0.493 A				0.655 0.555 A				0.658 0.558 A				0.658 0.558 A

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011 200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.003 $\triangle v/c$ after mitigation: 0.003 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	FULTON	AV			Yea	r of Count	2017	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	_F	Date:		7/22/2018	3
14	East-West Street:	RIVERSI	DE DR			Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
1	pposed Ø'ing: N/S-1, E/W-2 o		NB 0	SB	2 0 0	NB	0 SE	2 0 3 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	SB	2 0 0
Righ	t Turns: FREE-1, NRTOR-2 o	r OLA-3?	EB 0	WB	0	EB	0 3L		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC-1 Override	ATCS-2? Capacity			2			2				2				2				2
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURI	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
۵	Left		136	1	136	0	136	136	8	155	1	155	0	155	1	155	0	155	1	155
NORTHBOUND	← Left-Through ↑ Through ↑ Through-Right		360	0 1 0	360	0	360	360	0	390	0 1 0	390	0	390	0 1 0	390	0	390	0 1 0	390
RTF	Right		92	1	54	0	92	54	0	100	1	56	0	100	1	56	0	100	1	56
2	← Left-Through-Right ← Left-Right			0							0				0				0	
	└→ Left		75	1	75	0	75	75	0	81	1	81	0	81	1	81	0	81	1	81
SOUTHBOUND	→ Left-Through Through		308	0 1	222	0	308	222	0	333	0 1	244	0	333	0	244	0	333	0	244
180	→ Through → Through-Right		300	1	222	U	300	222	U	333	1	244	U	333	1	244	0	333	1	244
占	با Right		135	0	135	0	135	135	8	154	0	154	0	154	0	154	0	154	0	154
so	← Left-Through-Right ↓ Left-Right			0 0							0				0				0	
	•																			
Q	→ Left → Left-Through		131	1 0	131	0	131	131	0	142	1 0	142	0	142	1 0	142	0	142	1 0	142
EASTBOUND	→ Through		635	2	318	7	642	321	47	734	2	367	7	741	2	371	0	741	2	371
TBC	→ Through-Right		07	0 1	40	0	07	40	0	94	0 1	47	0	0.4	0	47	0	94	0	47
EAS	Right Left-Through-Right		87	0	19	0	87	19	0	94	0	17	U	94	0	17	0	94	0	17
	-			0							0				0				0	
	Left		77	1	77	0	77	77	5	88	1	88	0	88	1	88	0	88	1	88
ND			, ,	0			,,	, ,		00	0	- 00		00	Ö	- 55		00	0	- 00
WESTBOUND	← Through		605	2	303	9	614	307	51	706	2	353	9	715	2	358	0	715	2	358
STE	← Through-Right ← Right		72	0 1	35	0	72	35	6	84	0 1	44	0	84	0 1	44	0	84	1	44
WE	Left-Through-Right			0 0						٠.	0			٠.	0			٠.	0	
				th-South:	435		rth-South:	435			th-South:	471			th-South:	471			th-South:	471
	CRITICAL V	OLUMES	E	ast-West: SUM:	434 869		East-West: SUM:	438 873		E	ast-West: SUM:	495 966		E	ast-West: SUM:			E	ast-West: SUM:	500 971
	VOLUME/CAPACITY (V/C	C) RATIO:			0.579			0.582				0.644				0.647				0.647
V/	C LESS ATSAC/ATCS ADJU	STMENT:			0.479			0.482				0.544				0.547				0.547
	LEVEL OF SERVICE (LOS):			Α			Α				Α				Α				Α	
		MARKS.	HOLIDAY SAT	- 40 00 47																

REMARKS: HOLIDAY SAT 12-23-17

Version: 1i Beta; 8/4/2011 200K WESTFIELD + 50% SAT OFFICE + NEW WHOLE FOOD PROJ

PROJECT IMPACT

Change in v/c due to project: 0.003 ∆v/c after mitigation: 0.003

Significant impacted? NO Fully mitigated? N/A

ATTACHMENT F

FOR INFORMATIONAL PURPOSES ONLY Not a CEQA Analysis

2% Increase in Baseline Counts & LOS at Van Nuys Freeway Ramps with Supporting CMA Worksheets

Overland Traffic Consultants 952 Manhattan Beach BI, #100 Manhattan Beach, Ca 90266 Phone (310) 545-1235 E-mail: liz@overlandtraffic.com

APPENDIX - F FOR INFORMATIONAL PURPOSES ONLY

For informational purposes, additional elements were added to the Supplement Traffic Analysis in order to address comments provided by the community. This analysis includes the elements of the supplemental traffic analysis including:

- Community Alternative Project;
- Future Buildout year extended from 2018 to 2021 with 2% ambient growth rate per year added;
- Updated related projects;
- Revised lane configurations along Hazeltine Avenue between Riverside Drive and the ICON/Westfield Shopping Center driveways; and,
- Parking redesigned to provide pass-through for all Project traffic.

This appendix expands the updated analysis to include:

- Added additional average 78 vehicles growth to every intersections' base existing counts for community described lower volumes during January count month; and,
- Van Nuys Boulevard Freeway Ramps degraded to LOS "D";

Base Traffic Volume Increase

The Congestion Management Program for Los Angeles County, 2010 Exhibit D-1 General Traffic Volume Growth Factors identify growth rates in the West San Fernando Valley area and Sylmar area (closest areas to the proposed Project) of under 1% per year between 2010 and 2035. However, LADOT requires a higher ambient growth rate for a 2% per year growth rate in the San Fernando Valley. A 2% per year growth rate was included in the traffic analysis as required for future conditions.

Consistent with LADOT's Traffic Study Guidelines, August 2014 and updated December 2016, traffic counts were collected in 15-minute intervals during the hours of 7 to 10 AM and 3 to 6 pm when local schools were in session and a day of good weather. Traffic counts were conducted on Wednesday January 14, 2015. This is consistent with LADOT's Guidelines and longstanding practice to evaluate baseline, background traffic conditions on a typical day – as opposed to an absolute worst case, aberrant, time of the year, such as the holidays. Moreover, when the project traffic counts were taken the Sunkist office building

was near full occupancy. Nevertheless (although not required by LADOT) 50% more peak hour office trips were artificially added to the study intersections to ensure a more conservative baseline.

It has been asserted that January is a particularly slow time of the year and that counts should have been taken some other month. LADOT does not distinguish between months of the year, and it is not clear why January is slower than any other typical non-holiday month. Nevertheless, this concern has been addressed by adding a 2 percent increase to the original January traffic counts to further degrade the background traffic conditions. This single 2% growth was added to the base only and retained through the existing + Project and future conditions. The entire intersection traffic volume for all 14 study intersections and all directions was increased. Table 1 displays the number of vehicles added to each of the intersections during the AM and PM Peak Hour. This increase is in addition to the 2% per year ambient growth added for the extension of the future buildout year to 2019 as required by LADOT.

Two percent increase is conservative given the San Fernando Valley is projected to grow by less than 1 percent per year between 2010 and 2035. Based on these projections, the 2 percent growth factor essentially adds more than 2 years of expected increased population to the baseline traffic counts.

Table 1
Base Volume Intersection Increase

	Dase volume intersect		2%
No.	Intersection	Peak <u>Hour</u>	ADDED
1	Magnolia Boulevard &	AM	94
	Van Nuys Boulevard	PM	99
2	Riverside Drive &	AM	74
	Van Nuys Boulevard	PM	82
3	NB 101 Freeway Ramps &	AM	79
	Van Nuys Boulevard	PM	88
4	SB 101 Freeway Ramps &	AM	72
	Van Nuys Boulevard	PM	87
5	Hazeltine Avenue &	AM	76
	Magnolia Boulevard	PM	79
6	Hazeltine Avenue &	AM	72
	Riverside Drive	PM	77
7	Hazeltine Avenue &	AM	94
	Project/Fashion Sq. Dwys	PM	89
8	Hazeltine Avenue &	AM	53
	Ventura Boulevard	PM	58
9	Magnolia Boulevard &	AM	86
	Woodman Avenue	PM	81
10	Riverside Drive &	AM	92
	Woodman Avenue	PM	101
11	NB 101 Freeway Ramps &	AM	64
	Woodman Avenue	PM	73
12	SB 101 Freeway Ramps &	AM	62
	Woodman Avenue	PM	71
13	Chandler Boulevard &	AM	58
	Hazeltine Avenue	PM	56
14	Fulton Avenue &	AM	89
	Riverside Drive	PM	82

Freeway Ramps Increased to LOS D

Several community comments were received that perceived the US-101 Freeway ramps at Van Nuys Boulevard (north and southbound) were operating similar to the Woodman 101 Freeway ramps (north and southbound). Traffic data collected at these intersections and observations indicated differently. However, operations along the freeway can influence the operations at their ramps. The LOS at the intersections of Van Nuys Boulevard at the northbound and southbound 101 freeway ramps was increased from LOS A, B or C to LOS D to address these comments. The increase of the LOS does not change the conclusions in the traffic study that the intersections of Van Nuys Boulevard & the northbound 101 Freeway ramps and Van Nuys Boulevard & the southbound 101 Freeway ramps are not significantly impacted with Project related traffic.

ANALYSIS PROCESS

The analysis in this appendix incorporates the changes from the Supplemental Traffic Analysis including the Community Alternative Project, completion of the project was increased from 2018 to year 2021 with another 6% traffic volume increase, related projects updated ,the lane configurations along Hazeltine Avenue modified to reflect the conceptually approved striping changes with a dual southbound left turn for the Westfield Shopping Center signalized intersection, and the changes made to the Project trip distribution due to the removal of the left turn pocket to the Project's northerly Hazeltine Driveway and a new drive-through lane on the southeast surface parking area. The analysis in this appendix adds the study intersections base existing volumes were increased by 2% to address some community members concern that January traffic volumes are lower than other months and increase to the LOS at the Van Nuys Freeway north and southbound ramps to LOS D.

The Existing, Existing + Project, Future Without Project and Future With Project increase from the Supplement Traffic Analysis conditions due to the increase from the additional baseline 2015 conditions with 2% growth. A total of 8% growth (6% for buildout year increase to year 2021 as shown in the Supplement Analysis and additional 2% as requested by community and incorporated in this analysis) along with the additional related project trips from the Supplement Traffic Analysis is added to the Future Without Project and Future With Project when compared to the Original Analysis.

As required by LADOT, the traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. The study intersections were evaluated using this methodology pursuant to the criteria established by LADOT for signalized intersections. The traffic counts were used along with intersection lane configurations (including new With Project dual left turn at Hazeltine Avenue and Westfield/ICON driveways) and traffic controls to determine an intersection's operating condition.

The CMA procedure uses a ratio of an intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

The analysis includes the fourteen study intersections as presented in the DEIR.

RESULTS OF ANALYSIS

The Current Project with updated related projects with their trips distributed to the study intersections, increase of 2% growth for January counts, Project completion increased to year 2021 (added 2% per year) and Hazeltine Avenue striping changes was evaluated in this analysis. A comparison of the Existing and Existing + Current Project and a comparison of the Future Without Project and Future With Current Project was conducted based on the following criteria to determine if any significant traffic impacts occur.

Table 2
Significant Impact Criteria
City of Los Angeles

<u>LOS</u>	Final V/C Value	Increase in V/C Value
С	0.701 - 0.800	+ 0.040
D	0.801 - 0.900	+ 0.020
E&F	> 0.901	+ 0.010 or more

No significant impact is identified for LOS A or B.

No new significant impacts were identified with Current Project and expanded updated analysis for informational purposes. Table 3a and 3b displays the results of the analysis. Worksheets for the Critical Movement Analysis follow the Results and Conclusions section of this appendix.

Significant traffic impacts are identified at Hazeltine Avenue & Riverside Drive and at Riverside Drive and Woodman Avenue. These significant impacts are reduced below a level of significance through improvements as presented in the DEIR and approved by LADOT. The DIER conservatively treated the Riverside Drive and Woodman Avenue intersection as significant and unavoidable in the event that Metro or LADOT does not approve the proposed mitigation to relocate the bus shelter.

Table 3a CMA Summary with

2% increased Base, Current Project Traffic Volumes, Modified Added Related Projects, Future Year 2021, Surface Lot Access Drive Through & Hazeltine Avenue Striping Change

Existing & Existing +Project

			Exist	_				0: :: .	W. 5	Existi	-		0: :5 /
No	Intersection	Peak Hour	(201 CMA	LOS	CMA	+Project	Impact	Significant Impact	CMA	oject &		IMPACT	Significant Impact
1	Magnolia Boulevard &	AM	0.805	D	0.810	D	+ 0.005	NO NO	OWIA	<u> </u>		IMI AOT	impact
Ι΄	Van Nuys Boulevard	PM	0.905	E	0.911	E	+ 0.006	NO					
12	Riverside Drive &	AM	0.550	A	0.569	A	+ 0.019	NO					
_	Van Nuys Boulevard	PM	0.637	В	0.667	В	+ 0.030	NO					
2	NB 101 Freeway Ramps &	AM	0.037	D*	0.497	D*	+ 0.006	NO					
"	Van Nuys Boulevard	PM	0.529	D*	0.534	D*	+ 0.005	NO					
,	SB 101 Freeway Ramps &	AM	0.529	D*	0.534	D*	+ 0.005	NO NO					
4	Van Nuys Boulevard	PM	0.616	D*	0.625	D*	+ 0.009	NO NO					
_	Hazeltine Avenue &		0.727	C				-					
5		AM PM	0.749	С	0.764 0.734	С	+ 0.015 + 0.019	NO					
	Magnolia Boulevard					С		NO	0.770	0		0.040	NO
٥	Hazeltine Avenue &	AM	0.754	С	0.802	D	+ 0.048	YES	0.770	С	+	0.016	NO
	Riverside Drive	PM	0.668	В	0.715	С	+ 0.047	YES	0.677	В	+	0.009	NO
7	Hazeltine Avenue &	AM	0.375	Α	0.483	Α	+ 0.108	NO					
	Project/Fashion Sq. Dwys	PM	0.505	Α	0.483	Α	-0.022	NO					
8	Hazeltine Avenue &	AM	0.576	Α	0.588	Α	+ 0.012	NO					
	Ventura Boulevard	PM	0.533	Α	0.553	Α	+ 0.020	NO					
9	Magnolia Boulevard &	AM	0.795	С	0.799	С	+ 0.004	NO					
	Woodman Avenue	PM	0.713	С	0.717	С	+ 0.004	NO					
10	Riverside Drive &	AM	0.964	E	0.987	Ε	+ 0.023	YES	0.915	E		-0.049	NO
	Woodman Avenue	PM	0.885	D	0.897	D	+ 0.012	NO	0.808	D		-0.077	NO
11	NB 101 Freeway Ramps &	AM	0.666	D**	0.668	D**	+ 0.002	NO					
	Woodman Avenue	PM	0.725	D**	0.730	D**	+ 0.005	NO					
12	SB 101 Freeway Ramps &	AM	0.532	D**	0.545	D**	+ 0.013	NO					
	Woodman Avenue	PM	0.548	D**	0.557	D**	+ 0.009	NO					
13	Chandler Boulevard &	AM	0.771	С	0.779	С	+ 0.008	NO					
	Hazeltine Avenue	PM	0.557	Α	0.568	Α	+ 0.011	NO					
14	Fulton Avenue &	AM	0.817	D	0.819	D	+ 0.002	NO					
	Riverside Drive	PM	0.855	D	0.857	D	+ 0.002	NO					

 $^{^{\}star}$ LOS calculated as A, B or C. However, increased at LOS D at request of Community's observations

^{**} LOS calculated as A, B or C. However, observed to be operating at LOS D in the field

Table 3b CMA Summary with

2% increased Base, Current Project, Modified Added Related Projects Future year 2021, Surface Lot Drive Through & Hazeltine Avenue Striping Change

Future Without Project & Future +Project

		- '				l & Fulure +	1 TOJCCL				
		D. d.	Future (,		iture (2021)	01151		uture (01151
No.	Intersection	Peak Hour	Without I	LOS	CMA	ith Project LOS IMPACT	Significant Impact	CMA	LOS	Mitigation IMPACT	Significant Impact
	Magnolia Boulevard &	AM	0.945	<u> </u>	0.949	E + 0.004	NO NO	0.949	<u> </u>	+ 0.004	NO
'	Van Nuys Boulevard	PM	1.065	F	1.071	F + 0.006	NO	1.071	F	+ 0.006	NO
2	Riverside Drive &	AM	0.656	В	0.675	B + 0.019	NO	0.673	В	+ 0.017	NO
-	Van Nuys Boulevard	PM	0.769	С	0.799	C + 0.030	NO	0.797	С	+ 0.028	NO
3	NB 101 Freeway Ramps &	AM	0.703	D*	0.733	D* + 0.014	NO	0.584	D*	+ 0.014	NO
"	Van Nuys Boulevard	PM	0.633	D*	0.638	D* + 0.005	NO	0.638	D*	+ 0.005	NO
,	SB 101 Freeway Ramps &	AM	0.723	D*	0.030	D* + 0.008	NO	0.730	D*	+ 0.007	NO
-	Van Nuys Boulevard	PM	0.723	D	0.731	D + 0.009	NO	0.730	D	+ 0.008	NO
_	Hazeltine Avenue &	AM	0.883	D	0.897	D + 0.009	NO	0.895	D	+ 0.008	NO
3	Magnolia Boulevard	PM	0.859	D	0.897	D + 0.014 D + 0.018	NO	0.895	D	+ 0.012	NO
6	Hazeltine Avenue &	AM	0.659	E	0.965	E + 0.048	YES	0.875	E	+ 0.016	NO
0				D						-0.011	
l _	Riverside Drive	PM	0.882	_	0.930	E + 0.048	YES	0.871	D		NO
7	Hazeltine Avenue &	AM	0.468	Α	0.575	A + 0.107	NO	0.568	Α	+ 0.100	NO
	Project/Fashion Sq. Dwys	PM	0.772	С	0.704	C -0.068	NO	0.699	В	-0.073	NO
8	Hazeltine Avenue &	AM	0.713	С	0.724	C + 0.011	NO	0.723	С	+ 0.010	NO
	Ventura Boulevard	PM	0.694	В	0.714	C + 0.020	NO	0.713	С	+ 0.019	NO
9	Magnolia Boulevard &	AM	0.927	Е	0.931	E + 0.004	NO	0.931	Ε	+ 0.004	NO
	Woodman Avenue	PM	0.851	D	0.855	D + 0.004	NO	0.855	D	+ 0.004	NO
10	Riverside Drive &	AM	1.116	F	1.138	F + 0.022	YES	1.059	F	-0.057	NO
	Woodman Avenue	PM	1.059	F	1.071	F + 0.012	YES	0.979	Ε	-0.080	NO
11	NB 101 Freeway Ramps &	AM	0.781	D**	0.783	D** + 0.002	NO	0.783	D**	+ 0.002	NO
	Woodman Avenue	PM	0.869	D	0.874	D + 0.005	NO	0.874	D	+ 0.005	NO
12	SB 101 Freeway Ramps &	AM	0.634	D**	0.647	D** + 0.013	NO	0.645	D**	+ 0.011	NO
	Woodman Avenue	PM	0.664	D**	0.673	D** + 0.009	NO	0.673	D**	+ 0.009	NO
13	Chandler Boulevard &	AM	0.901	Е	0.909	E + 0.008	NO	0.908	Е	+ 0.007	NO
	Hazeltine Avenue	PM	0.680	В	0.691	B + 0.011	NO	0.690	В	+ 0.010	NO
14	Fulton Avenue &	AM	0.939	E	0.941	E + 0.002	NO	0.941	Ε	+ 0.002	NO
L	Riverside Drive	PM	0.983	Е	0.986	E + 0.003	NO	0.985	Е	+ 0.002	NO

^{*} LOS calculated as A, B or C. However, increased at LOS D at request of Community's observations

 $^{^{\}star\star}$ LOS calculated as A, B or C. However, observed to be operating at LOS D in the field

SUMMARY & CONCLUSIONS

Informational traffic analysis of the proposed project has been conducted incorporating elements of the main body of the Supplemental Traffic Analysis and to include base growth to address some community members concern for the month that the traffic counts were conducted and request community increase to the LOS at Van Nuys Boulevard and the north and southbound 1010 Freeway ramps.

Using LADOT approved CMA analysis as required in their August 2014 (and updated December 2016) Traffic Study Policies and Procedures indicates two intersections are identified as significant traffic impacts. Although the Current Project has been further reduced, these are the same conclusions as presented in the traffic analysis presented in the DEIR for alternative option 5 and the Supplemental Traffic Analysis. The following conclusions remain:

Significant traffic impacts occur at:

- Hazeltine Avenue and Riverside Drive during the AM & PM Peak Hour Existing + Project and Future With Project scenarios. The impacts are mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and dedication and widening the south side of Riverside Drive west of Hazeltine Avenue, implementation of a dedicated eastbound bike lane and eastbound right turn lane. Left turn phasing is proposed for all directions where it is not currently provided.
- Riverside Drive & Woodman Avenue during the AM Peak Hour Existing + Project scenario and during the AM & PM Peak Hour Future With Project Scenario. This impact is mitigated below the level of significance through implementation of a Transportation Demand Management (TDM) Plan and movement of the eastbound bus stop from the south side of Riverside Drive west of Woodman Avenue to the south side of Riverside Drive east of Woodman Avenue creating a shared through/right turn lane not impeded by a stopped bus. This impact would remain significant and unavoidable if Metro does not approve movement of the bus stop location. The intersection has been improved with permissive left turn phasing in the northbound direction and protective permissive phasing all other directions since the writing of the original traffic study. If requested by LADOT, any protective permissive phasing will be converted to protective only.

Further details of the mitigation improvements proposed is presented in the DEIR.

The additional elements added to the supplemental analysis at the fourteen study intersections in the Project area (additional 2% growth to existing and LOS at all freeway ramp locations) indicates no changes to the significant impact conclusions in the DEIR. The CMA Worksheets for this informational analysis follow.

CMA Worksheets



(Circular 212 Method)



I/S #:	North-South Street:	VAN NU	YS BOULEV	ARD		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
1	East-West Street:	MAGNO	LIA BOULE\	/ARD		Proje	ction Year	2021		Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
Ор	No. o posed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?			2 0			2				2 0				2 0				2
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?		2	2		0 111	2			2	2		0	2	2			2	2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDIT			NG PLUS PI		FUTUR Added	E CONDITI	ON W/O PR		Added	RE CONDIT	No. of			W/ PROJE	No. of	
	MOVEMENT		Volume	Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Volume	Volume	No. of Lanes	Lane Volume	Volume	Total Volume	Lanes	Lane Volume	Added Volume	Volume	Lanes	Lane Volume
	↑ Left		93	1	93	0	93	93	7	112	1	112	0	112	1	112	0	112	1	112
NORTHBOUND	← Left-Through			0							0		_		0				0	
BOI	↑ Through		929	1 1	516	9	938	520	47	1093	1 1	604	9	1102	1	609	-1	1101	1	608
Ŧ	Through-Right Right		102	0	102	0	102	102	0	115	0	115	0	115	0	115	0	115	0	115
Š	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	Left		135	1	135	0	135	135	2	154	1	154	0	154	1	154	0	154	1	154
N N	→ Left-Through			0			.00		_		0				0				0	
301	Through		1192	1 1	653	6	1198	656	32	1374	1 1	751	6	1380	1	754	-1	1380	1	754
Ӗ	→ Through-Right → Right		114	0	114	0	114	114	0	128	0	128	0	128	0	128	0	128	0	128
SOUTHBOUND	Left-Through-Right			0						.20	0	.20		.20	0	.20		.20	0	.20
0,	↓ Left-Right		l	0							0				0				0	
	J Left		79	1	79	0	79	79	4	93	1	93	0	93	1	93	0	93	1	93
9	→ Left-Through			0							0				0				0	
DO .	→ Through → Through-Right		877	1 1	503	2	879	506	38	1026	1 1	585	2	1028	1	589	0	1027	1	588
EASTBOUND	→ Through-Right → Right		128	0	128	5	133	133	0	144	0	144	5	149	0	149	-1	149	0	149
EA	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right			0							0				0				0	
	√ Left		106	1	106	0	106	106	0	119	1	119	0	119	1	119	0	119	1	119
N D				0							0				0				0	
WESTBOUND	← Through ← Through-Right		967	1 1	532	10	977	537	19	1108	1 1	610	10	1118	1	615	-1	1117	1	614
STE	Right		97	0	97	0	97	97	2	111	0	111	0	111	0	111	0	111	0	111
WE	Left-Through-Right			0							0				0				0	
			Non	0 th-South:	746	A/o	rth-South:	749		Nor	0 th-South:	863		Nor	0 th-South:	866		Non	0 th-South:	866
	CRITICAL V	OLUMES		ast-West:	611		ast-West:	616			ณ-soutn: ast-West:	704			เก-รอนเก: ast-West:	708			เก-Soutn: ast-West:	707
				SUM:	1357		SUM:	1365			SUM:	1567			SUM:	1574			SUM:	1573
					0.905			0.910				1.045				1.049				1.049
V/C	C LESS ATSAC/ATCS ADJUS				0.805			0.810				0.945				0.949				0.949
	LEVEL OF SERVIC				D			D				E				Е				Е
	RE	MARKS:	Suplemental +	1 REQ																

Version: 1i Beta; 8/4/2011 APPENDIX F

PROJECT IMPACT

Change in v/c due to project: 0.004 $\Delta v/c$ after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	VAN NU	YS BOULEV	ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
1	East-West Street:	MAGNO	LIA BOULE\	/ARD			ction Year			Pea	ak Hour:	PM		wed by:				ICON		
Орј	No. of posed Ø'ing: N/S-1, E/W-2 or	Phases Both-3?			2			2 0				2				2				2
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A Override C		LD= 0	W.B	2 0	LD.	0 111	2 0	LD	- U	W.B.	2 0	LD	- U	W.B	2 0		U	WE	2 0
			EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURI	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
₽	Left		137	1	137	0	137	137	5	159	1 0	159	0	159	1 0	159	0	159	1	159
NORTHBOUND	← Left-Through ↑ Through ↑ Through-Right		1383	0 1 1	772	7	1390	775	68	1625	1 1	903	7	1632	1 1	906	-1	1632	0 1 1	906
RTH	Right		160	0	160	0	160	160	0	180	0	180	0	180	0	180	0	180	0	180
ž	← Left-Through-Right ← Left-Right		 	0 0							0				0				0	
	└ Left		82	1	82	0	82	82	0	92	1	92	0	92	1	92	0	92	1	92
QN I	Left-Through		02	0	02	0	02	02	0	92	0	92	0	92	0	92		92	0	92
300	Through		964	1	541	11	975	546	64	1150	1	641	11	1161	1	647	-1	1160	1	646
Ӗ	← Through-Right → Right		117	0	117	0	117	117	0	132	0	132	0	132	0	132	0	132	0	132
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	↓ Left-Right		I .	0							0				0				0	
	ب Left		112	1	112	0	112	112	5	131	1	131	0	131	1	131	0	131	1	131
EASTBOUND	→ Left-Through→ Through		1004	0 1	567	6	1010	573	35	1166	0 1	656	6	1172	0 1	662	-1	1171	0 1	662
IBO	→ Through-Right			1							1				1				1	
AS	→ Right → Left-Through-Right		129	0 0	129	7	136	136	0	145	0	145	7	152	0	152	-1	152	0	152
ш	Left-Right			0							0				0				0	
I	✓ Left		86	1	86	0	86	86	0	97	1	97	0	97	1	97	0	97	1	97
Q N				0							0				0				0	
WESTBOUND	← Through ← Through-Right		784	1 1	437	9	793	441	31	914	1	508	9	923	1 1	512	-1	922	1 1	512
ST	Right		89	0	89	0	89	89	1	101	0	101	0	101	0	101	0	101	0	101
N N	Left-Through-Right Left-Right			0 0							0				0				0	
	CRITICAL VO	OI LIMES		th-South:	854 653		rth-South: East-West:	857 659			th-South:	995 753			th-South:	998 759			th-South: ast-West:	998 759
				SUM:	1507		SUM:	1516			SUM:	1748			SUM:				SUM:	1757
	VOLUME/CAPACITY (V/C)				1.005			1.011				1.165				1.171				1.171
V/C				0.905 E			0.911				1.065				1.071				1.071	
	LEVEL OF SERVICE (LOS): REMARKS: Suplemental + 2% COMM RE							E				F				F				F

REMARKS: Suplemental + 2% COMM REQ

Version: 1i Beta; 8/4/2011 APPENDIX F

PROJECT IMPACT

Change in v/c due to project: 0.006 $\Delta v/c$ after mitigation: 0.006 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: VAI	N NUYS BOULE	VARD		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
2		ERSIDE DRIVE			Proje	ction Year			Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
Op	No. of Pha posed Ø'ing: N/S-1, E/W-2 or Both			2			2				2				2				2
1	Turns: FREE-1, NRTOR-2 or OLA	NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
	ATSAC-1 or ATSAC+ATCS	EB 0	WB	0 2	EB	0 W	B 0 2	EB	0	WB	0 2	EB	0	WB	0 2	EB	0	WB	0 2
	Override Capa			0			0				0				0				0
		EXIS	TING COND			ING PLUS P	ROJECT			ON W/O PR	ROJECT		RE CONDIT				W/ PROJE		IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through		0							0				0				0	
BOI	↑ Through ↑ Through-Right	1052	2	526	0	1052	526	47	1232	2 1	616	0	1232	2	616	0	1232	2	616
ZTH	→ Right	624	0	486	21	645	497	10	713	0	555	21	734	0	566	-2	732	0	565
NO	← Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	, ∟ Left	173	1	173	8	181	181	7	202	1	202	8	210	1	210	-1	209	1	209
SOUTHBOUND	→ Left-Through	1051	0	447		1051	447	0.0	4440	0	404		4440	0	404	•	4.440	0	404
BO		1251	3	417	0	1251	417	33	1442	3 0	481	0	1442	3 0	481	0	1442	3 0	481
Ę	جر Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOI	← Left-Through-Right ↓ Left-Right		0							0 0				0				0	
	Leπ-Right		U							U				U				U	
	ب Left	0	=	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N	→ Left-Through→ Through	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
BOI	→ Through-Right	O	0	Ů	0	0	U		U	0	Ů		U	0	U	U	U	0	U
EASTBOUND	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
E/	→ Left-Through-Right → Left-Right		0							0 0				0				0	
	· · ·			-										-					
۵	✓ Left ✓ Left-Through	502	2	276	36	538	296	9	574	2 0	316	36	610	2	336	-4	607	2	334
WESTBOUND	← Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TBC	Through-Right	4	0		_				65.	0		_		0				0	
VES	Right Left-Through-Right	193	1 0	107	7	200	110	7	224	1 0	123	7	231	1 0	126	-1	231	1 0	127
>	Left-Right		0							0				0				0	
	CRITICAL VOLUM		orth-South:			rth-South:	707 296			th-South:	818 316			th-South:	826 336			th-South:	825 334
	CKITICAL VOLUM	MES	East-West: SUM:		'	East-West: SUM:	1003	[E	ast-West: SUM:	1134		E	ast-West: SUM:			E	ast-West: SUM:	334 1159
	VOLUME/CAPACITY (V/C) RA	TIO:		0.650			0.669				0.756				0.775				0.773
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.550				0.569				0.656				0.675				0.673		
	LEVEL OF SERVICE (LOS):			Α			Α				В				В				В
	REMAR	4 Dan																	

REMARKS: Supplemental+2% COMM Req

Version: 1i Beta; 8/4/2011 APPENDIX F

PROJECT IMPACT

Change in v/c due to project: 0.019 $\Delta v/c$ after mitigation: 0.017 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	VAN NU	YS BOULEV	'ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	_C	Date:		3/17/2019)
2	East-West Street:	RIVERSI	DE DRIVE			Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC-	or OLA-3?	NB 0 EB 0	SB WB	2 0 0 0 2	NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Override	Сараспу	FXISTI	NG CONDI		FXIST	ING PLUS P		FUTUR	E CONDITI	ON W/O PR		FUTU	RE CONDIT	ION W/ PR		FUTURI	W/ PROJE	CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		0 1477 500	0 0 2 1 0 0	6 59 500	0 0 44	0 1477 544	6 74 544	0 34 27	0 1697 590	0 0 2 1 0 0	7 62 590	0 0 44	0 1697 634	0 0 2 1 0 0	0 777 634	0 0 -4	0 1697 630	0 0 2 1 0 0	776 630
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		135 1180 0	1 0 3 0 0 0	135 393 0	15 0 0	150 1180 0	150 393 0	26 38 0	178 1367 0	1 0 3 0 0 0	178 456 0	15 0 0	193 1367 0	1 0 3 0 0 0	193 456	-2 0 0	192 1367 0	1 0 3 0 0 0	192 456 0
EASTBOUND	→ Left → Left-Through → Through		0 0 0	0 0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0	0 0 0	0 0	0 0 0	0 0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0 0	0 0 0
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		565 0 270	2 0 0 0 1 0	311 0 203	29 0 4	594 0 274	327 0 199	24 0 30	660 0 334	2 0 0 0 1 0	363 0 245	29 0 4	689 0 338	2 0 0 0 1 0	379 0 242	-3 0 0	686 0 338	2 0 0 0 1 0	377 0 242
	CRITICAL VOLUMES East-West: 3 SUM: 11		794 311 1105		rth-South: East-West: SUM:	824 327 1151	_		th-South: ast-West: SUM:	940 363 1303			th-South: ast-West: SUM:	970 379 1349			th-South: ast-West: SUM:	968 377 1345		
V/C	VOLUME/CAPACITY (V/C C LESS ATSAC/ATCS ADJU LEVEL OF SERVIC	STMENT:			0.737 0.637 B			0.767 0.667 B				0.869 0.769 C				0.899 0.799 C				0.897 0.797 C
	REMARKS: Supplemental+2% COMM F																			

REMARKS: Supplemental+2% COMM Req

Version: 1i Beta; 8/4/2011 APPENDIX F

PROJECT IMPACT

Change in v/c due to project: 0.030 $\Delta v/c$ after mitigation: 0.028 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: VAN	NUYS BOULE	/ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
3	East-West Street: NB 1	1 FWY RAMP	S			ction Year			Pe	ak Hour:	AM		wed by:				ICON		
Ор	No. of Phase posed Ø'ing: N/S-1, E/W-2 or Both-	?		3 0		0 0	3 0		0		3 0				3 0				3 0
Right	Turns: FREE-1, NRTOR-2 or OLA-3	? NB 0 EB 0	SB WB	0	NB EB	0 SE 0 W		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+ATCS-2 Override Capaci	?	W.D.	2 0	LD	0 10	2 0	LD-	O	WD	2 0		O	775	2 0	LD.	O	112	2 0
	•	EXIST	ING CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PF	ROJECT	FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
۵	Left	360	2	198	0	360	198	15	420	2	231	0	420	2	231	0	420	2	231
NORTHBOUND	← Left-Through ↑ Through ↑ Through-Right	1301	0 3 0	434	21	1322	441	50	1515	0 3 0	505	21	1536	0 3 0	512	-2	1534	0 3 0	511
NORTI	Right → Left-Through-Right	0	0 0 0	0	0	0	0	0	0	0 0 0	0	0	0	0 0	0	0	0	0 0 0	0
	← Left-Right		U							U				U				U	
QND	↓ Left ↓ Left-Through	966	0 0 2	0	0	0	0	0	0	0 0 2	0	0	0	0 0 2	0	0	0	0 0 2	0
<u>8</u>	↓ Through ←↓ Through-Right		1	438	16	982	447	34	1122	1	501	16	1138	1	510	-2	1136	1	509
SOUTHBOUND	✓ Right → Left-Through-Right ↓ Left-Right	784	1 0 0	0	20	804	0	0	883	1 0 0	0	20	903	1 0 0	0	-2	901	1 0 0	0
			İ	1							3								
QN	→ Left → Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Through → Through-Right → Right	0	0 0 0	0	0	0	0	0	0	0 0 0	0	0	0	0 0 0	0	0	0	0 0 0	0
EA8	→ Left-Through-Right → Left-Right		0		Ü		ŭ			0 0	ŭ			0	Ü			0	ŭ
9	✓ Left✓ Left-Through	241	1 0	206	0	241	206	0	271	1 0	234	0	271	1 0	234	0	271	1 0	234
WESTBOUND	← Through ← Through-Right	4	0	206	0	4	206	0	5	0 0	234	0	5	0	234	0	5	0	234
WES.	Right Left-Through-Right Left-Right	373	1 1 0	0	0	373	0	7	427	1 1 0	0	0	427	1 1 0	0	0	427	1 1 0	0
	CRITICAL VOLUMES North-South: 6		636 206 842		erth-South: East-West: SUM:	645 206 851			th-South: ast-West: SUM:	732 234 966			th-South: ast-West: SUM:				th-South: ast-West: SUM:	740 234 974	
	VOLUME/CAPACITY (V/C) RATIO):		0.591			0.597				0.678				0.684				0.684
V/C	C LESS ATSAC/ATCS ADJUSTMEN	r:		0.491			0.497				0.578				0.584				0.584
	LEVEL OF SERVICE (LOS):		Α			Α				Α				Α				Α
	REMARKS: SUPPLEMENTAL+2% COM																		

Version: 1i Beta; 8/4/2011 APPENDIX F

PROJECT IMPACT

Change in v/c due to project: 0.006 ∆v/c after mitigation: 0.006 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	VAN NUY	S BOULEV	ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
3			WY RAMPS	;		Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	:
Ор	No. of I posed Ø'ing: N/S-1, E/W-2 or E				3 0			3			1	3 0				3 0			1	3 0
Right	Turns: FREE-1, NRTOR-2 or 0	DLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+A		LD	WB	2	LB-	0 111	2	LD		112-	2	LD-	0	112-	2	LB	0	112	2
	Override Ca	apacity			0			0				0				0				0
	MOVEMENT	-	EXISTI	NG CONDIT			NG PLUS P				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left		527	2	290	0	527	290	28	621	2	342	0	621	2	342	0	621	2	342
NORTHBOUND	← Left-Through			0							0				0				0	
BOI	↑ Through		1715	3 0	572	44	1759	586	78	2009	3	670	44	2053	3	684	-4	2049	3	683
王	Through-Right Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Š	← Left-Through-Right		Ĭ	0			ŭ	, and the second		· ·	0	, and the second		ŭ	0			· ·	0	, and the second
				0							0				0				0	
	↓ Left	- 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Left-Through		U	0	U	0	U	U	U	U	0	U	0	U	0	U	U	U	0	U
l og	Through		1072	2	435	14	1086	442	77	1284	2	509	14	1298	2	516	-1	1297	2	516
SOUTHBOUND	← Through-Right → Right		668	1 1	0	15	683	0	0	752	1	0	15	767	1	0	-2	766	1	0
.no	Left-Through-Right		000	0	U	15	003	U	U	752	0	U	15	707	0	U	-2	700	0	U
Ň	↓ Left-Right			0							0				0				0	
	Left	ı	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	→ Left-Through		U	0	U	U	U	U	U	U	0	U	0	U	0	U	U	U	0	U
EASTBOUND	→ Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TB(→ Through-Right			0	_	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
.AS	Right Left-Through-Right		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	- Left-Right			0							0				0				0	
	√ Left		000	1	474	0	000	474		200	1	404	^	200	4	404	0	200	1	404
9			239	0	171	0	239	171	0	269	0	194	0	269	0	194	0	269	0	194
WESTBOUND	← Through		3	0	171	0	3	171	0	3	0	194	0	3	0	194	0	3	0	194
I B	Through-Right Right		070	0	_	0	070	0	_	000	0 1	0	0	000	0	0	0	000	0	0
ÆS	Right Left-Through-Right		270	1 1	0	0	270	0	5	309	1	0	0	309	1	0	0	309	1	0
>	Left-Right			0							0				0				0	
	ADITION 112			th-South:	725		rth-South:	732			th-South:	851			th-South:	858			th-South:	858
	CRITICAL VOI	LUMES	Ea	ast-West: SUM:	171 896	"	ast-West: SUM:	171 903		E	ast-West: SUM:	194 1045		E	ast-West: SUM:	194 1052		E	ast-West: SUM:	194 1052
	VOLUME/CAPACITY (V/C)	RATIO:		JOH.	0.629		00.W.	0.634			JOIN.	0.733			JOM.	0.738			JOIN.	0.738
V/0	C LESS ATSAC/ATCS ADJUST				0.529			0.534				0.633				0.638				0.738
	LEVEL OF SERVICE				0.323 A			Α				0.055 B				В				В
<u> </u>	REM	OMM REQ	!											!						

Version: 1i Beta; 8/4/2011 APPENDIX F

PROJECT IMPACT

Change in v/c due to project: 0.005 ∆v/c after mitigation: 0.005 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: VAN N	UYS BOULEV	'ARD		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
4	East-West Street: SB 10	FWY RAMPS	3			ction Year			Pe	ak Hour:	AM		wed by:				ICON		
	No. of Phase: posed Ø'ing: N/S-1, E/W-2 or Both-3' Turns: FREE-1, NRTOR-2 or OLA-3' ATSAC-1 or ATSAC+ATCS-2'	NB 2 EB 0	SB WB	3 0 0 0 2	NB EB	2 SE 0 W	B 0 2	NB EB	2 0	SB WB	3 0 0 0 2	NB EB	2 0	SB WB	3 0 0 0 2	NB EB	2 0	SB WB	3 0 0 0 2
	Override Capacity		NG CONDI	TION	FYIST	ING PLUS P	0 PO IECT	FUTUR	E CONDITI	ON W/O PF	0 PO JECT	FUTU	RE CONDIT	ION W/ PR	0 OJECT	FUTUR	W/ PROJE	CT W/ MIT	()
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	0 675 153	0 0 3 1 0 0	0 207 153	10	0 685 153	0 210 153	0 56 0	0 816 172	1 0 3 1 0 0	247 172	0 10 0	0 826 172	1 0 3 1 0 0	250 172	0 -1 0	0 825 172	1 0 3 1 0 0	249 172
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	306 1081 0	1 0 2 0 0 0	306 541 0	0 16 0	306 1097 0	306 549 0	4 30 0	349 1247 0	1 0 2 0 0 0	349 624 0	0 16 0	349 1263 0	1 0 2 0 0 0	349 632 0	0 -2 0	349 1262 0	1 0 2 0 0 0	349 631 0
EASTBOUND		801 5 635	1 0 0 0 1 1 1	480 480 0	10 0 0	811 5 635	484 484 0	6 0 18	908 6 733	1 0 0 0 1 1	549 549 0	10 0 0	918 6 733	1 0 0 0 1 1 0	552 552 0	-1 0 0	917 6 733	1 0 0 0 1 1 1	552 552 0
WESTBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	0 0	0 0 0 0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0 0	0 0	0 0	0 0 0 0 0	0 0
	CRITICAL VOLUMES East-West: 48 SUM: 102		541 480 1021		rth-South: East-West: SUM:	549 484 1033			th-South: ast-West: SUM:	624 549 1173			th-South: ast-West: SUM:				th-South: ast-West: SUM:	631 552 1183	
V/0	VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.716 0.616 B			0.725 0.625 B				0.823 0.723 C				0.831 0.731 C				0.830 0.730 C

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.008 $\Delta v/c$ after mitigation: 0.007 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	VAN NU	YS BOULEV	ARD		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
4	East-West Street:	SB 101 F	WY RAMPS	5		Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
On	No. of posed Ø'ing: N/S-1, E/W-2 or	f Phases			3			3				3 0				3				3 0
1	Turns: FREE-1, NRTOR-2 or		NB 2	SB	0	NB	2 SE		NB	2	SB	0	NB	2	SB	0	NB	2	SB	0
Rigiti			EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A Override (2			2				2				2				2
			EXISTI	NG CONDI	TION	EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	↑ Left		Volume 0	Lanes 0	Volume 0	Traffic 0	Volume 0	Volume 0	Volume 0	Volume 0	Lanes 1	Volume 0	Volume 0	Volume 0	Lanes 1	Volume 0	Volume 0	Volume 0	Lanes	Volume 0
9	Leπ		U	0	U	U	U	U	U	U	0	U	U	U	0	U	U	U	0	U
l ā	Through		1468	3	443	21	1489	449	72	1725	3	517	21	1746	3	522	-2	1744	3	522
単	Through-Right			1							1				1				1	
NORTHBOUND	Right		305	0	305	0	305	305	0	343	0	343	0	343	0	343	0	343	0	343
2	← Left-Through-Right			0 0							0				0				0	
	Leit-Right		l	· ·											0				U	
	→ Left		284	1	284	0	284	284	25	345	1	345	0	345	1	345	0	345	1	345
3	Left-Through		4045	0 2	508	14	1029	515	50	1195	0 2	500	4.4	4000	0	605	4	1208	0	604
8	↓ Through ← Through-Right		1015	0	508	14	1029	515	52	1195	0	598	14	1209	0	605	-1	1208	0	604
1 5	بر Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right			0							0				0				0	
	↓ Left-Right			0							0				0				0	
	ے Left		775	1	452	24	799	460	23	896	1	527	24	920	1	535	-2	917	1	534
9	→ Left-Through			0							0				0				0	
B	→ Through → Through-Right		9	0 0	452	0	9	460	0	10	0	527	0	10	0	535	0	10	0	534
EASTBOUND	Right		573	1	0	0	573	0	30	675	1	0	0	675	1	0	0	675	1	0
EÄ	Left-Through-Right			1							1				1				1	
	- ≺ Left-Right			0							0				0				0	
	√ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ND				0						-	0				0			-	0	
l og	← Through ♣ Through-Right		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STE	← Through-Right ← Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through-Right			0			3	· ·		3	0			3	0			3	0	
				0	707			700			0	000			0	007		**	0	007
	CRITICAL VO	OLUMES		th-South: ast-West:	727 452		rth-South: East-West:	733 460			th-South: ast-West:	862 527			th-South: ast-West:	867 535			th-South: ast-West:	867 534
				SUM:	1179		SUM:	1193			SUM:	1389			SUM:	1402			SUM:	1401
	VOLUME/CAPACITY (V/C)	RATIO:			0.827			0.837				0.975				0.984				0.983
V/O	C LESS ATSAC/ATCS ADJUS	TMENT:			0.727			0.737				0.875				0.884				0.883
	LEVEL OF SERVICE (LOS):				С			С				D				D				D
	REI	mm Reg																		

2

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.009 $\Delta v/c$ after mitigation: 0.008 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
5	East-West Street:	MAGNO	LIA BOULE	/ARD		Proje	ction Year	2021		Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
Ор	No. o posed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?	NB 0	SB	2 0 0	NB	0 SE	2 0 3	NB	0	SB	2 0 0	NB	0	SB	2 0 0	NB	0	c n	2 0 0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	3В WВ	0	EB	0 SE		NВ EВ	0	3В WВ	0	NВ EВ	0	3B WB	0	NВ EВ	0	SB WB	0
	ATSAC-1 or ATSAC+				2			2				2				2				2
	Overnac	оприону	EXISTI	NG CONDI		EXIST	NG PLUS PI	ROJECT	FUTUR	E CONDITI	ON W/O PR		FUTU	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
۵	Left		92	1	92	10	102	102	1	105	1	105	10	115	1	115	-1	114	1	114
N N	← Left-Through ↑ Through		370	0 1	214	15	385	227	42	459	0 1	262	15	474	0	275	-2	472	0	274
<u>B</u>	↑ Through-Right		010	1	217	10	000	221	72	400	1	202	10	777	1	210		472	1	214
NORTHBOUND	Right		57	0	57	12	69	69	0	64	0	64	12	76	0	76	-1	75	0	75
9	← Left-Through-Right			0							0				0				0	
			I	0							0				0				0	
	└ Left		98	1	98	0	98	98	0	110	1	110	0	110	1	110	0	110	1	110
SOUTHBOUND	→ Left-Through			0							0				0				0	
301	Through		918	1	501	9	927	506	40	1074	1	585	9	1083	1	589	-1	1082	1	589
1 1 1	→ Through-Right → Right		84	0	84	0	84	84	0	95	1 0	95	0	95	0	95	0	95	0	95
l o	Left-Through-Right		04	0	0-7		04	04		30	0	50		30	0	30		30	0	50
တ	↓ Left-Right			0							0				0				0	
			56	1	56	0	56	56	0	63	1	63	0	63	1	63	0	63	1	63
₽	→ Left-Through		50	0	50	U	50	50	U	03	0	03	U	03	0	03	U	03	0	03
l à	→ Through		807	1	533	0	807	534	33	942	1	618	0	942	1	619	0	942	1	618
TB(→ Through-Right		050	1	050		004	004		000	1	000		005	1	205		00.4	1 0	00.4
EASTBOUND	Right Left-Through-Right		259	0 0	259	2	261	261	1	293	0 0	293	2	295	0	295	0	294	0	294
"	- Left-Right			0							0				0				0	
																	,			
□			148	1 0	148	6	154	154	0	167	1 0	167	6	173	1	173	-1	172	1 0	172
WESTBOUND	← Through		834	1	466	0	834	466	14	953	1	532	0	953	1	532	0	953	1	532
TBC	Through-Right			1							1				1				1	
ES.	Right		98	0 0	98	0	98	98	1	111	0 0	111	0	111	0	111	0	111	0	111
>	Left-Through-Right Left-Right			0							0				0				0	
	North-South:				593	No	rth-South:	608		Nor	th-South:	690		Nor	th-South:	704		Nor	th-South:	703
					681 1274	E	ast-West:	688		E	ast-West:	785		E	ast-West:	792		E	ast-West:	790
							SUM:	1296			SUM:	1475			SUM:	1496			SUM:	1493
	, ,	0.849 0.749			0.864				0.983				0.997				0.995			
V/0								0.764				0.883				0.897				0.895
	LEVEL OF SERVIC	С			С				D				D				D			
	RE	MARKS:	Supplemental	+2% Comm	n Req															

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.014 $\Delta v/c$ after mitigation: 0.012 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: H	IAZELTINE AVEN	UE		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
5	East-West Street: M	MAGNOLIA BOUL	EVARD		Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	ewed by:			Project:	ICON	MU	
1	No. of P posed Ø'ing: N/S-1, E/W-2 or Bo Turns: FREE-1, NRTOR-2 or Ol ATSAC-1 or ATSAC+AT	oth-3? LA-3?		2 0 0 0 2	NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Override Ca		TING COND		FYIST	ING PLUS P		FUTUE	E CONDITI	ON W/O PE		FUTU	RE CONDIT	ION W/ PR		FUTUR	E W/ PROJE	CT W/ MIT	
	MOVEMENT	Volume	No. of	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	☐ Left ☐ Left-Through ☐ Through-Right ☐ Right ☐ Left-Through-Right ☐ Left-Right	160 919 111	0 1 1	160 516 113	9 12 9	169 931 122	169 527 122	13 87 0	193 1122 127	1 0 1 1 0 0	193 625 127	9 12 9	202 1134 136	1 0 1 1 0 0	202 635 136	-1 -1 -1	201 1133 135	1 0 1 1 0 0	201 634 135
SOUTHBOUND	Left Left-Through Through Through-Right Right Left-Through-Right Left-Right	50 60 88	0 1 1	50 345 89	0 19 0	50 620 89	50 355 89	1 85 0	57 762 100	1 0 1 1 0 0	57 431 100	0 19 0	57 781 100	1 0 1 1 0 0	57 441 100	0 -2 0	57 779 100	1 0 1 1 0 0	57 440 100
EASTBOUND	 ✓ Left ✓ Left-Through → Through → Through-Right Right ✓ Left-Through-Right ✓ Left-Right 	109 96° 166	0 1 1	109 564 166	0 0 6	109 961 172	109 567 172	0 23 11	123 1105 198	1 0 1 1 0 0	123 652 198	0 0 6	123 1105 204	1 0 1 1 0 0	123 655 204	0 0 -1	123 1105 203	1 0 1 1 0 0	123 654 203
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right	93 712 54	0 1 1	93 383 54	14 0 0	107 712 54	107 383 54	0 17 1	105 819 62	1 0 1 1 0 0	105 441 62	14 0 0	119 819 62	1 0 1 1 0 0	119 441 62	-1 0 0	117 819 62	1 0 1 1 0 0	117 441 62
	CRITICAL VOLUMES East-West: 65 SUM: 122		657	l .	rth-South: East-West: SUM:	577 674 1251			th-South: ast-West: SUM:	682 757 1439			th-South: ast-West: SUM:	692 774 1466			th-South: ast-West: SUM:	691 771 1462	
V/0	VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):			0.815 0.715 C			0.834 0.734 C				0.959 0.859 D				0.977 0.877 D				0.975 0.875 D

REMARKS: Supplemental +2% Comm Req

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.018 $\Delta v/c$ after mitigation: 0.016 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	_C	Date:		3/17/2019)
6	East-West Street:	RIVERSI	DE DRIVE			Proje	ction Year	2015		Pea	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
1	posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC-	r OLA-3?	NB 0 EB 0	SB WB	2 0 0 0 2	NB EB	0 SE 0 W		NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Override	Сараспу	FXISTI	NG CONDI		FXIST	ING PLUS P		FUTUR	F CONDITI	ON W/O PR		FUTU	RE CONDIT	ION W/ PR		FUTURE	W/ PROJE	CT W/ MIT	
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		68 338 147	1 0 2 0 1 0	68 169 2	23 15 14	91 353 161	91 177 5	0 0	68 338 147	1 0 2 0 1 0	68 169 2	23 15 14	91 353 161	1 0 2 0 1 0	91 177 5	-2 -2 -1	89 352 160	1 0 2 0 1 0	89 176 5
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Through-Right Left-Right		302 948 65	1 0 1 1 0 0	302 507 65	0 20 0	302 968 65	302 517 65	0 0	302 948 65	1 0 1 1 0 0	302 507 65	0 20 0	302 968 65	1 0 1 1 0 0	302 517 65	0 -2 0	302 966 65	1 0 1 1 0 0	302 516 65
EASTBOUND	→ Left → Left-Through → Through		28 748 83	1 0 1 1 0 0	28 416 83	25 35 0	53 783 83	53 433 83	0 0	28 748 83	1 0 1 1 0 0	28 416 83	25 35 0	53 783 83	1 0 1 1 0 0	53 433 83	-3 -4 0	51 780 83	1 0 2 0 1 0	50 390 39
WESTBOUND	← Left ← Left-Through ← Through-Right ← Right ← Left-Through-Right ← Left-Right		290 616 130	1 0 2 0 1 0	290 308 0	22 11 0	312 627 130	312 314 0	0 0	290 616 130	1 0 2 0 1	290 308 0	22 11 0	312 627 130	1 0 2 0 1 0 0	312 314 0	-2 -1 0	310 626 130	1 0 2 0 1 0	310 313
	CRITICAL VOLUMES East-West: 70 SUM: 128		575 706 1281		rth-South: East-West: SUM:	608 745 1353			th-South: ast-West: SUM:	575 706 1281			th-South: ast-West: SUM:	608 745 1353			th-South: ast-West: SUM:	605 700 1305		
V/C				0.854 0.754 C			0.902 0.802 D				0.854 0.754 C				0.902 0.802 D	FB RIGHT			0.870 0.770 C	

REMARKS: Supplemental +2% Comm Req

Version: 1i Beta; 8/4/2011 Appendix F EXISTING PLUS PROJECT

EB RIGHT

Significant impacted? YES

 $\Delta v/c$ after mitigation: 0.016 Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.c	Date:		3/17/2019)
6	East-West Street:		DE DRIVE			Proje	ction Year	2015		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
		f Phases			2			2				2				2				2
1	pposed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	t Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				2			2				2	l '			2				2
	Override (Capacity	EVICTI		0			0		- 00MPITI	011 1440 DE	0				0				0
	MOVEMENT		EXISTI	NG CONDI	Lane	Project	ING PLUS P		Added	E CONDITI	No. of	Lane	Added	RE CONDIT	No. of	Lane	Added	W/ PROJE	No. of	Lane
	MOVEMENT		Volume	Lanes	Volume	Traffic	Total Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		192	1	192	24	216	216	0	192	1	192	24	216	1	216	-2	214	1	214
	← Left-Through			0							0				0				0	
30	Through		866	2	433	13	879	440	0	866	2	433	13	879	2	440	-1	878	2	439
NORTHBOUND	Through-Right Right		214	0 1	119	11	225	107	0	214	0 1	119	11	225	0	106	-1	224	0 1	107
OR.	← Left-Through-Right		214	0	113		223	107	U	214	0	113	''	225	0	100	-1	224	0	107
2				0							0				0				0	
	1						000			000				000	4			000		
9	→ Left → Left-Through		209	1 0	209	0	209	209	0	209	1 0	209	0	209	1 0	209	0	209	1 0	209
l lo	Through		611	1	355	45	656	377	0	611	1	355	45	656	1	377	-5	652	1	375
SOUTHBOUND	← Through-Right			1							1				1				1	
5			98	0	98	0	98	98	0	98	0	98	0	98	0	98	0	98	0	98
SS	Left-Right			0							0				0				0	
	J Left		78	1	78	25	103	103	0	78	1	78	25	103	1 0	103	-3	101	1	100
	→ Left-Through→ Through		533	0 1	319	36	569	337	0	533	0 1	319	36	569	1	337	-4	565	0 2	283
BO	→ Through-Right		000	1	0.0	00	000	007		000	1	0.10	00	000	1	001	_	000	0	200
EASTBOUND	Right		104	0	104	0	104	104	0	104	0	104	0	104	0	104	0	104	1	0
E /	→ Left-Through-Right → Left-Right			0							0				0				0	
			I	U							U				U				U	
	√ Left		191	1	191	46	237	237	0	191	1	191	48	239	1	239	-5	234	1	234
WESTBOUND			070	0 2	220	04	000	250	_	670	0 2	220	04	600	0	250	_	607	0 2	240
BOI	→ Through → Through-Right		678	0	339	21	699	350	0	678	0	339	21	699	0	350	-2	697	0	349
ST	Right		167	1	63	0	167	63	0	167	1	63	0	167	1	63	0	167	1	63
WE	Left-Through-Right			0							0				0				0	
	├─ Left-Right		Non	0 th-South:	642	No	rth-South:	649		Non	th-South:	642		Non	0 th-South:	649		Nor	th-South:	648
	CRITICAL VO	OLUMES		ast-West:	510		East-West:	574			ast-West:	510			ast-West:	576			ast-West:	517
				SUM:	1152		SUM:	1223			SUM:	1152			SUM:	1225			SUM:	1165
	VOLUME/CAPACITY (V/C)				0.768			0.815				0.768				0.817				0.777
V/	C LESS ATSAC/ATCS ADJUS	TMENT:			0.668			0.715				0.668				0.717				0.677
	LEVEL OF SERVICE (LOS):							С				В				С				В
	REI	n Req																		

2

Version: 1i Beta; 8/4/2011 Appendix F EXISTING PLUS PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.049 $\Delta v/c$ after mitigation: 0.009 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



6						i cu	of Count	2015			vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019	9
	East-West Street:	RIVERSI	DE DRIVE				ction Year			Pea	ak Hour:	AM		wed by:			Project:	ICON	MU	
		f Phases			2			2				2				2				2
Орр	osed Ø'ing: N/S-1, E/W-2 or	r Both-3?	NB 0	SB	0	NB	0 SE	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right T	Turns: FREE-1, NRTOR-2 or	r OLA-3?	NB 0 EB 0	ЗВ WВ	0	EB	0 SE		NВ EВ	0	ЗВ WB	0	EB	0	ЗВ WВ	0	NВ ЕВ	0	ЗВ WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			2			2				2	'			2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI			NG PLUS PI				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left		Volume 68	1	68	23	91	91	0	77	1	77	23	100	1	100	-2	97	1	97
2	Left-Through			0		20	01	•			0		20	100	0	.00	_	01	0	0.
8	Through		338	2	169	15	353	177	39	420	2	210	15	435	2	218	-2	433	2	217
9	→ Through-Right			0							0				0				0	
NORTHBOUND	Right		147	1	2	14	161	5	0	166	1	0	14	180	1	0	-1	178	1	0
2	Left-Through-Right			0 0							0 0				0				0	
	Y Leit-Right			U							U				U				U	
	→ Left		302	1	302	0	302	302	7	347	1	347	0	347	1	347	0	347	1	347
볼	→ Left-Through			0							0				0				0	
l g	→ Through → Through-Right 1				507	20	968	517	52	1120	1	597	20	1140	1	607	-2	1138	1	606
ᄩ	J Right 65 0				65	0	65	65	0	73	1 0	73	0	73	0	73	0	73	0	73
SOUTHBOUND	← Left-Through-Right C C C C C C C C C C C C C		0	00	O	00	00		73	0	73		75	0	73		73	0	73	
Ś	Left-Right			0							0				0				0	
	J Left 28 1					0.5	50	50		00		00	0.5							5.4
Ω	→ Left-Through				28	25	53	53	0	32	1 0	32	25	57	0	57	-3	54	1 0	54
2	→ Through		748	1	416	35	783	433	41	883	1	501	35	918	1	519	-4	915	2	458
8	→ Through-Right			1							1				1				0	
EASTBOUND	Right		83	0	83	0	83	83	26	119	0	119	0	119	0	119	0	119	1	71
) H	Left-Through-Right			0 0							0 0				0				0	
	- ✓ Left-Right			U							U				U				U	
	√ Left		290	1	290	22	312	312	23	350	1	350	22	372	1	372	-2	369	1	369
WESTBOUND				0							0				0				0	
∥ ਲૂ	← Through ← Through-Right		616	2 0	308	11	627	314	8	702	2 0	351	11	713	2	357	-1	712	2	356
STE	Right		130	0 1	0	0	130	0	4	150	1	0	0	150	1	0	0	150	1	0
, KE	Left-Through-Right		100	0	J		100	J	·	.00	0	J		100	0	J		100	0	J
	├ Left-Right			0	575						0				0				0	
							th-South:	608			th-South:	674			th-South:	707			th-South:	703
	CRITICAL V	706 1281	_ E	ast-West: SUM:	745 1353		E	ast-West: SUM:	851 1525		E	ast-West: SUM:	891 1598		E	ast-West: SUM:	827 1530			
	VOLUME/CAPACITY (V/C	0.854		00.41.	0.902			JOH.	1.017			30W.	1.065			30W.	1.020			
V/C	V/C LESS ATSAC/ATCS ADJUSTMENT:							0.802				0.917				0.965				0.920
.,0	LEVEL OF SERVICE (LOS):							0.802 D				0.917 E				0.965 E				0.920 E
	RE	C n Req			ט				Е					EB RIGHT						

Version: 1i Beta; 8/4/2011 Appendix F PROJECT IMPACT

Change in v/c due to project: 0.048 Significant impacted? YES $\Delta v/c$ after mitigation: 0.003 Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
6	East-West Street:		DE DRIVE			Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
_		f Phases			2			2				2				2				2
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 WE		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				2			2				2				2				2
	Override	Capacity	EVICTI	NG CONDI	0 TION	EVICT	NG PLUS PI	0	EUTUB	E CONDITI			EUTU	RE CONDIT	ION W/ PP	U	FUTUR	W/ PROJE	CT W/ MIT	
	MOVEMENT		EVIOLI	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		192	1	192	24	216	216	0	216	1	216	24	240	1	240	-2	238	1	238
NORTHBOUND	Left-Through		000	0		40	070		7.4	1010	0		40	4000	0			1001	0	
BO	↑ Through ↑ Through-Right		866	2 0	433	13	879	440	74	1049	2	525	13	1062	2	531	-1	1061	2	531
I E	Right		214	1	119	11	225	107	0	241	1	112	11	252	1	99	-1	251	1	100
Å	← Left-Through-Right			0							0				0				0	
	→ Left-Right		l	0							0				0				0	
1	└ Left		209	1	209	0	209	209	26	261	1	261	0	261	1	261	0	261	1	261
SOUTHBOUND	Left-Through		200	0	203		203	203	20	201	0	201		201	0	201		201	0	201
	Through		611	1	355	45	656	377	102	790	1	450	45	835	1	473	-5	831	1	471
뿔	,	Through-Right 1 Right 98 0		00	0	00	00	0	440	1 0	440	0	440	1	440		440	1 0	440	
	Left-Through-Right		98	0	98	0	98	98	0	110	0	110	0	110	0	110	0	110	0	110
Š	↓ Left-Right			0							0				0				0	
	1				- =															
۵			78	1 0	78	25	103	103	0	88	1 0	88	25	113	1 0	113	-3	110	1 0	110
	→ Through		533	1	319	36	569	337	93	693	1	428	36	729	1	446	-4	726	2	363
EASTBOUND	▼ Through-Right			1							1				1				0	
ASI	Right Left-Through-Right		104	0 0	104	0	104	104	46	163	0	163	0	163	0	163	0	163	1 0	44
ш				0							0				0				0	
	*				8														•	
	✓ Left		191	1	191	46	237	237	44	259	1 0	259	48	307	1 0	307	-5	302	1 0	302
WESTBOUND			678	0 2	339	21	699	350	55	819	2	410	21	840	2	420	-2	837	2	419
B B	← Through-Right		0.0	0	300		500	000		310	0			3.0	0	120	_	501	0	- 110
EST	Right		167	1	63	0	167	63	25	213	1	83	0	213	1	83	0	213	1	83
₹	Left-Through-Right Left-Right			0							0				0				0	
	North-South: 64		642	No	rth-South:	649		Nor	th-South:	786		Non	th-South:	792		Nor	th-South:	792		
				510	E	ast-West:	574		E	ast-West:	687		E	ast-West:	753		E	ast-West:	665	
<u> </u>			1152		SUM:	1223			SUM:	1473			SUM:				SUM:	1457		
	VOLUME/CAPACITY (V/C				0.768			0.815				0.982				1.030				0.971
V/C	LESS ATSAC/ATCS ADJUS				0.668			0.715				0.882				0.930				0.871
	LEVEL OF SERVIC	,			В			С				D				E				D
	BE	MADKE	Supplemental	120/ Caman	- D											_				_

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Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.048 $\Delta v/c$ after mitigation: -0.011 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.c	Date:		3/17/2019)
7	East-West Street:	PROJEC	T DWY/FAS	HION SQ	DWY	Proje	ction Year	2015		Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	3 0 0 0	NB EB	0 SE 0 WE	B 0	NB EB	0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0 0	NB EB	0	SB WB	3 0 0 0
	ATSAC-1 or ATSAC+A Override (2			2				2				2				2
	Overnadio	oupdoity	EXISTI	NG CONDI		EXIST	NG PLUS PI		FUTUR	E CONDITI	ON W/O PR		FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	_
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
OUND	LeftLeft-Through↑ Through		26 532	1 0 1	26 272	84 20	110 552	110 282	0	26 532	1 0 1	26 272	84 20	110 552	1 0 1	110 282	-8 -2	102 550	1 0 1	102 281
NORTHBOUND	Through-Right		12	1 0 0 0	12	0	12	12	0	12	1 0 0 0	12	0	12	1 0 0 0	12	0	12	1 0 0 0	12
SOUTHBOUND	Left Left-Through Through Through-Right Right		46 1269 11	1 0 1 1	46 640 11	0 20 67	46 1289 78	46 684 78	0 0	46 1269 11	1 0 1 1	46 640 11	0 20 67	46 1289 78	2 0 1 1 0	25 684 78	-2 -7	46 1287 71	2 0 1 1 0	25 679 71
SC	→ Left-Through-Right → Left-Right		4	0 0	4	61	65	65	0	4	0 0	4	61	65	0 0	33	-6	59	0	30
EASTBOUND			0	0 0 1 0	7 0	0	0 22	22	0	0	0 0 1 0	7 0	0	0 22	1 0 0	33	0 -2	0 21	1 0 0	30
EA	Left-Right			0							0 0				0				0	
WESTBOUND	 ✓ Left ✓ Left-Through ← Through ← Through-Right 		4 0	0 1 0	4 4	0	0	4 4	0	4	0 1 0	4 4	0	4	0 1 0	4 4	0	4	0 1 0 0	4 4
WESTE	Right Left-Through-Right Left-Right		2	1 0 0	0	0	2	0	0	2	1 0 0	0	0	2	1 0 0	0	0	2	1 0 0	0
	CRITICAL VO			th-South: ast-West: SUM:	666 11 677	_	rth-South: East-West: SUM:	794 69 863			th-South: ast-West: SUM:	666 11 677			th-South: ast-West: SUM:				th-South: ast-West: SUM:	781 34 815
V/0	VOLUME/CAPACITY (V/C) C LESS ATSAC/ATCS ADJUS	TMENT:			0.475 0.375			0.606 0.506				0.475 0.375				0.583 0.483				0.572 0.472
	LEVEL OF SERVICE		SUPPLEMEN ¹	TAL +2% C	omm Reg			Α				Α				Α				Α

Version: 1i Beta; 8/4/2011 Appendix F EXISTING PLUS PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.108 $\Delta v/c$ after mitigation: 0.097 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Year of Count: 2015			Ambient Growth: (%):			2	2 Conducted by:		oy: LC		Date:		3/17/2019)
7	East-West Street:	PROJEC	T DWY/FAS	HION SQ	DWY	Proje	ction Year	2015	Peak Hour:			PM	Reviewed by:				Project:	ICON	MU	
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	3 0 0	NB	0 SE	3 0 3	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity			2 0			2 0				2				2				2 0	
	EXISTING CONDITION				TION	EXISTING PLUS PROJECT			FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
۵	Left		6	1	6	47	53	53	0	6	1	6	47	53	1	53	-5	48	1	48
NORTHBOUND	← Left-Through↑ Through↑ Through-Right		992	0 1 1	546	38	1030	565	0	992	0 1 1	546	38	1030	0 1 1	565	-4	1026	0 1 1	563
표	Right		100	0	100	0	100	100	0	100	0	100	0	100	0	100	0	100	0	100
N N	Left-Through-Right Left-Right			0 0							0 0				0 0				0 0	
1	└ Left		208	1	208	0	208	208	0	208	1	208	0	208	2	114	0	208	2	114
SOUTHBOUND	Left-Through		200	0	200	U	200	200	0	200	0	200	U	200	0	114		200	0	114
l og	Through		754	1	378	21	775	392	0	754	1	378	21	775	1	392	-2	773	1	390
毘	Through-Right		2	1 0	2	6	0	8	0	2	1 0	2	6	8	1 0	8	1	7	1 0	7
90			2	0	2	6	8	8	0	2	0	2	6	8	0	8	-1	7	0	/
Ñ	↓ Left-Right			0							0				0				0	
	ے Left		20	1	20	100	100	420	0	20	1	20	100	100	1	70	10	110	1	67
₽	→ Left-Through		28	0	28	100	128	128	0	28	0	28	100	128	1	72	-10	118	1	67
EASTBOUND	→ Through		16	0	32	0	16	94	0	16	0	32	0	16	0	72	0	16	0	67
180	→ Through-Right			1							1				0				0	
AS	Right Left-Through-Right		16	0 0	0	62	78	0	0	16	0	0	62	78	1 0	52	-6	72	1 0	48
"	→ Left-Right			0							0				0				0	
	*				- -															
۾ ا			79	0 1	79	0	79	79	0	79	0 1	79	0	79	0 1	79	0	79	0 1	79
WESTBOUND	← Through		1	0	80	0	1	80	0	1	0	80	0	1	0	80	0	1	0	80
I BE	Through-Right			0							0				0				0	
ĘS.	Right		94	1 0	0	0	94	0	0	94	1 0	0	0	94	1 0	37	0	94	1	37
>	Left-Through-Right Left-Right			0							0				0				0	
•	<u> </u>			th-South:	754		rth-South:	773			th-South:	754			th-South:	679			th-South:	677
	CRITICAL V	OLUMES	E	ast-West:	111	E	ast-West:	208		E	ast-West:	111		E	ast-West:	152		E	ast-West:	147
	VOLUME/CAPACITY (V/C) RATIO:		SUM:	865		SUM:	981			SUM:	865			SUM:				SUM:	824
VIC	C LESS ATSAC/ATCS ADJUS	•			0.607			0.688				0.607				0.583				0.578
V /C					0.507			0.588				0.507 A				0.483 A				0.478 A
	LEVEL OF SERVICE (LOS): REMARKS: SUPPLEMENTAL +2% Comm Re							Α				A				A				A

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Version: 1i Beta; 8/4/2011 EXISTING PLUS PROJECT Appendix F

PROJECT IMPACT

Change in v/c due to project: -0.024 $\Delta v/c$ after mitigation: -0.029 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENU	E		Year of Count: 2015			Ambient Growth: (%):			2	2 Conducted by:		oy: LC		Date:		3/17/2019)
7	East-West Street:	PROJEC	T DWY/FAS	HION SQ	DWY	Proje	ction Year	2021	Peak Hour:			AM	Reviewed by:				Project:	ICON	MU	
	oosed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	3 0 0	NB	0 SE	3 0 3	NB	0	SB	3 0 0	NB	0	SB	3 0 0	NB	0	SB	3 0 0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+. Override				2			2 0				2			•	2 0				2 0
	EXISTING CONDITIO				TION	EXIST	NG PLUS PI	ROJECT	FUTURE CONDITION W/O PRO			OJECT	FUTURE CONDITION W/ PRO			OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
₽	↑ Left		26	1 0	26	84	110	110	0	29	1 0	29	84	113	1 0	113	-8	105	1 0	105
NORTHBOUND	← Left-Through		532	1 1	272	20	552	282	49	648	1 1	350	20	668	1 1	360	-2	666	1 1	359
답	→ Right		12	0	12	0	12	12	38	52	0	52	0	52	0	52	0	52	0	52
9	← Left-Through-Right			0							0				0				0	
			I	0							0				0				0	
	→ Left		46	1	46	0	46	46	43	95	1	95	0	95	2	52	0	95	2	52
N N			1269	0 1	640	20	1289	684	40	1469	0 1	741	20	1489	0	784	-2	1487	0	780
<u>8</u>	→ Through → Through-Right		1209	1	040	20	1209	004	40	1409	1	741	20	1409	1	704	-2	1407	1	700
SOUTHBOUND	Right		11	0	11	67	78	78	0	12	0	12	67	79	0	79	-7	73	0	73
SO	← Left-Through-Right ↓ Left-Right			0 0							0 0				0				0	
	Leit-Right		1	U							U				U				U	
	Left		4	1	4	61	65	65	0	5	1	5	61	66	1	33	-6	59	1	30
l is	→ Left-Through→ Through		0	0 0	7	0	0	22	0	0	0 0	8	0	0	1 0	33	0	0	1 0	30
BOI	→ Through-Right		U	1	•	0	U	22	0	U	1	o	0	U	0	33		U	0	30
EASTBOUND	Right		7	0	0	15	22	0	0	8	0	0	15	23	1	0	-2	21	1	0
)				0 0							0 0				0				0	
) Low Hight										<u> </u>									
	✓ Left		4	0	4	0	4	4	27	32	0	32	0	32	0	32	0	32	0	32
WESTBOUND			0	1 0	4	0	0	4	0	0	1 0	32	0	0	1 0	32	0	0	1 0	32
] BG	Through-Right			0	•		-			Ü	0			_	0	- 02		Ü	0	
ESJ	Right		2	1	0	0	2	0	34	36	1	0	0	36	1	10	0	36	1 0	10
>	Left-Through-Right Left-Right			0 0							0 0				0				0	
	· ·		Nor	th-South:	666	No	rth-South:	794		Nor	th-South:	770		Nor	th-South:	897		Nor	th-South:	885
	CRITICAL V	OLUMES	E	ast-West:	11	į E	ast-West:	69		E	ast-West:	40		E	ast-West:	65		E	ast-West:	62
-	VOLUME/CAPACITY (V/C) RATIO:		SUM:	677		SUM:	863			SUM:	810			SUM:				SUM:	947
V/C	LESS ATSAC/ATCS ADJUS	•			0.475			0.606				0.568				0.675				0.665
V/C	LEVEL OF SERVICE				0.375 A			0.506 A				0.468 A				0.575 A				0.565 A
			SUPPLEMEN [*]	TAL +2% C				A	<u> </u>			A	<u> </u>			A				A

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.107 $\Delta v/c$ after mitigation: 0.097 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:							2015	Ambient Growth: (%):			2	Condu	cted by:	/: LC		Date:)
7	East-West Street:		T DWY/FAS	HION SQ	DWY	Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
On	No. o posed Ø'ing: N/S-1, E/W-2 or	f Phases			3			3				3				3				3
	Turns: FREE-1, NRTOR-2 or		NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Rigit			EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+				2			2				2				2				2
	EXISTING CONDIT				TION	EXIST	ING PLUS PI	ROJECT	FUTURE CONDITION W/O PRO			OJECT	FUTUF	RE CONDIT	ON W/ PROJECT		FUTURE	W/ PROJECT W/ MIT		IGATION
				No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
	Left		Volume 6	Lanes 1	Volume 6	Traffic 47	Volume 53	Volume 53	Volume 0	Volume 7	Lanes	Volume 7	Volume 47	Volume 54	Lanes 1	Volume 54	Volume -5	Volume 49	Lanes 1	Volume 49
9	Leπ Left-Through		0	0	0	47	55	55	U	1	0	,	47	54	0	54	-5	49	0	49
l lo	Through		992	1	546	38	1030	565	67	1184	1	699	38	1222	1	718	-4	1218	1	716
NORTHBOUND	Through-Right		400	1	400	0	400	400	101	214	1	044	0	214	1	04.4	0	214	1	04.4
OR.			100	0 0	100	U	100	100	101	214	0	214	U	214	0	214	U	214	0	214
Z				0							0				0				0	
	↓ Left		208	1	208	0	208	208	99	333	1	222	0	333	2	183	0	333	2	183
Q.	Left-Through		200	0	200	U	200	200	99	333	0	333	U	333	0	103	0	333	0	103
300	Through		754	1	378	21	775	392	92	941	1	472	21	962	1	485	-2	960	1	484
l ¤ l	← Through-Right → Right		2	1 0	2	6	8	8	0	2	1 0	2	6	8	1 0	8	-1	8	1 0	8
SOUTHBOUND	Left-Through-Right		_	0	_		O	J		_	0	_	o o	O	0	O		o	0	Ü
<i>o</i>	↓ Left-Right		l .	0							0				0				0	
	ے Left		28	1	28	100	128	128	0	32	1	32	100	132	1	66	-10	122	1	61
2	→ Left-Through			0							0				1				1	
l log	→ Through → Through-Right		0	0	16	0	0	78	0	0	0 1	18	0	0	0	66	0	0	0	61
EASTBOUND	Right		16	0	0	62	78	0	0	18	0	0	62	80	1	53	-6	74	1	50
E	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right		I	0							0				0				0	
	√ Left		79	0	79	0	79	79	89	178	0	178	0	178	0	178	0	178	0	178
WESTBOUND			1	1 0	80	0	1	80	0	1	1	179	0	1	1 0	179	0	1	1 0	179
BO	Through-Right			0	60	U	1	80	U	1	0	179	U	ı	0	179	U	'	0	179
EST	Right		94	1	0	0	94	0	86	192	1	26	0	192	1	101	0	192	1	101
Š	Left-Through-Right Left-Right			0 0							0				0				0	
	<u> </u>			th-South:	754		rth-South:	773			th-South:	1032			th-South:	901			th-South:	899
	CRITICAL VOLUMES		E	ast-West: SUM:	108 862	E	East-West:	208 981		E	ast-West: SUM:	211 1243		Ea	ast-West: SUM:	245 1146		E	ast-West: SUM:	240 1139
	VOLUME/CAPACITY (V/C) RATIO:			SUIVI:	0.605		SUM:	0.688			SUIVI:	0.872			SUIVI:	0.804			SUIVI:	0.799
V/C	C LESS ATSAC/ATCS ADJUS				0.605 0.505			0.588				0.872 0.772				0.804 0.704				0.799 0.699
"	LEVEL OF SERVIC				0.505 A			Α				0.772 C				0.704 C				0.099 B
		, ,	SUPPLEMEN ³	TAL 120/ C				А												

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Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: -0.068 $\Delta v/c$ after mitigation: -0.073 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:							2015	Ambient Growth: (%):			2	2 Conducted by:		r: LC		Date: 3/17/2019)
8	East-West Street:	VENTUR	A BL			Proje	ction Year	2021	Peak Hour:			AM	Reviewed by:				Project:	ICON	MU	:
		f Phases			3			3				3				3				3
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2	
	Override Capacity 0 EXISTING CONDITION				EVICTI	NG PLUS PI	0	FUTURE CONDITION W/O BRO IEC				0 DJECT FUTURE CONDITION W/ PROJECT					W/ BBO IE	CT W/ MIT	O ICATION	
	MOVEMENT No. of Lane				Project	Total	Lane	FUTURE CONDITION W/O PR			Lane	Added	Total	No. of	Lane					
				Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
0	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N N	← Left-Through			0	_	0	0	0	0	0	0	٥	0	0	0	0	0	0	0	0
ВО	↑ Through ↑ Through-Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
l ∺	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NORTHBOUND	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	Left		236	2	130	10	246	135	18	284	2	156	10	294	2	162	-1	293	2	161
N ON	Left-Through		200	0	100	10	210	100	10	201	0	100	10	201	0	102		200	0	101
300	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
≝	→ Through-Right → Right		462	0 1	358	12	474	362	12	532	0 1	397	12	544	0	401	-1	543	0 1	401
SOUTHBOUND	Left-Through-Right		402	0	330	12	474	302	12	332	0	391	12	344	0	401	-1	343	0	401
S	↓ Left-Right			0							0				0				0	
	_∫ Left		104	1	104	8	112	112	18	135	1	135	8	143	1	143	-1	142	1	142
9	→ Left-Through		104	0	104	0	112	112	10	133	0	133	0	143	0	143	-1	142	0	142
l nc	→ Through		913	2	457	0	913	457	97	1125	2	563	0	1125	2	563	0	1125	2	563
TB(→ Through-Right		0	0 0	0	0	0	0		0	0 0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Right → Left-Through-Right		0	0	0	0	0	0		0	0	U	0	0	0	0	0	U	0	U
	- Left-Right			0							0				0				0	
	√ Left			0		0	0	0	_	^	0	0	^	^	0	0	0	^	0	0
9			0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
WESTBOUND	← Through		855	1	502	0	855	506	105	1068	1	627	0	1068	1	630	0	1068	1	630
TB(Through-Right			1	4.46	_	456	450	4=	405	1	405	_	100	1	105		404	1	407
/ES	Right Left-Through-Right		149	0 0	149	7	156	156	17	185	0 0	185	7	192	0	192	-1	191	0	191
>	Left-Right			0							0				0				0	
				th-South:	358	_	rth-South:	362			th-South:	397			th-South:	401			th-South:	401
	CRITICAL VOLUMES E		ast-West:	606 964	E	ast-West: SUM:	618 980		E	ast-West: SUM:	762 1159		E	ast-West: SUM:	773 1174		E	ast-West: SUM:	772 1173	
	VOLUME/CAPACITY (V/C) RATIO:		0.676		SUM:	0.688			JOIN!	0.813			JUNI:	0.824			GOW!	0.823		
V/C	C LESS ATSAC/ATCS ADJUS				0.676			0.588				0.613				0.024				0.623
					Α			Α				0.713 C				C.724				0.723 C
<u> </u>	LEVEL OF SERVICE (LOS): REMARKS: Supplemental +2% Comm Req																			

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.011 $\Delta v/c$ after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVENUI	E		Year of Count: 2015			Ambient Growth: (%):			2 Conducted by:		y: LC				3/17/2019)	
8	East-West Street:	VENTUR	A BL			Proje	ction Year	2021	Peak Hour:			PM	Reviewed by:				Project:	ICON	MU	
		f Phases			3			3				3				3				3
Op	oosed Ø'ing: N/S-1, E/W-2 or	Both-3?	NB 0	0.0	0	NB	0 SE	0 3 3	NB	0	0.0	0	N/D	0	SB	0	A/D	0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		BB	0	SB WB	3	NB EB	0	SB WB	3	NB EB	0	SB WB	3
	ATSAC-1 or ATSAC+A	ATCS-2?			2		-	2		_		2		_		2		_		2
-	Override Capacity 0							0				0				0				0
	EXISTING CONDITION						EXISTING PLUS PROJECT				ON W/O PR						W/ PROJE			
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	↑ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Left-Through			0			-			_	0			_	0			-	0	
9	Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
를 끌고 I	Through-Right			0		_	_		_	_	0		_	_	0		_		0	
NORTHBOUND	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ž	← Left-Through-Right ✓ Left-Right			0 0							0				0				0	
	Len-ragin		<u> </u>	Ū															· ·	
	→ Left		176	2	97	10	186	102	20	218	2	120	10	228	2	125	-1	227	2	125
SOUTHBOUND	→ Left-Through			0			_				0				0				0	
8	↓ Through✓ Through-Right		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
푸	✓ Right		197	1	0	11	208	0	14	236	1	0	11	247	1	0	-1	246	1	0
9	Left-Through-Right			0	Ĭ		200	· ·			0	· ·			0	· ·			0	ŭ
S	↓ Left-Right			0							0				0				0	
	Left		200	1	200	16	224	224	15	240	1	240	16	265	1	265	2	264	1	264
₽	→ Leπ → Left-Through		208	0	208	16	224	224	15	249	0	249	16	265	0	265	-2	264	0	264
EASTBOUND	→ Through		1164	2	582	0	1164	582	143	1454	2	727	0	1454	2	727	0	1454	2	727
B	→ Through-Right			0							0				0				0	
4S1	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Щ	★ Left-Through-Right ★ Left-Right			0 0							0				0				0	
	† Foit-Mailt			J							J				<u> </u>				<u> </u>	
	√ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
볼			050	0		_	050		400	40.17	0		_	40.47	0		_	4647	0	
<u></u>	← Through		958	1 1	597	0	958	604	168	1247	1	763	0	1247	1	770	0	1247	1	769
STE	Right		235	0	235	14	249	249	14	279	0	279	14	293	0	293	-1	291	0	291
WESTBOUND	Left-Through-Right			0							0				0			1	0	
	├ Left-Right			0				100			0	100			0	105			0	105
	CRITICAL VO	OI LIMES		th-South:	97 805		rth-South:	102 828			th-South:	120 1012			th-South:	125 1035			th-South:	125 1033
	CRITICAL VC	PLUIVIES	E	ast-West: SUM:	902	'	East-West: SUM:	930		E	ast-West: SUM:	11132		E	ast-West: SUM:	1160		E	ast-West: SUM:	1158
			0.633		30	0.653			JOIII.	0.794			30	0.814			20	0.813		
V/C	LESS ATSAC/ATCS ADJUS				0.533			0.553				0.694				0.714				0.713
	LEVEL OF SERVICE				0.555 A			0.555 A				0.094 B				0.714 C				0.713 C
		, ,	Supplemental	+2% Comm		l		A	l			D C	l				l			

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.020 $\Delta v/c$ after mitigation: 0.019 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:							r of Count	2015	Ambient Growth: (%):			2	Conducted by:		y: LC		Date: 3/17/2019)	
9	East-West Street:		LIA BOULE\	/ARD		Proje	ction Year			Pea	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
		Phases			2			2				2				2				2
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				2			2				2				2				2
	Override Capacity 0				EVICTI	NG PLUS P	0	FUTURE CONDITION W/O PROJECT									W/ PROJE	CT M// BAIT		
	MOVEMENT EXISTING CONDITION No. of Lane				Project	Total	Lane	Added Total No. of			Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		94	1	94	0	94	94	0	106	1	106	0	106	1	106	0	106	1	106
l š	← Left-Through			0							0				0				0	
BO	↑ Through		691	1 1	400	3	694	402	27	805	1 1	466	3	808	1	468	0	808	1	468
NORTHBOUND	Through-Right Right		109	0	109	0	109	109	4	127	0	127	0	127	0	127	0	127	0	127
l S	← Left-Through-Right			0			.00				0				0				0	
				0							0				0				0	
	└ Left		139	1	120	0	139	120	0	157	1	157	0	157	1	157	0	157	1	157
2	Left-Through		139	0	139	U	139	139	U	137	0	157	U	137	0	157		137	0	157
SOUTHBOUND	Through		1263	1	711	4	1267	714	26	1448	1	813	4	1452	1	816	0	1452	1	816
	← Through-Right		450	1	450		400	400	0	470	1	470		400	1	400		400	1	400
5			158	0 0	158	2	160	160	0	178	0 0	178	2	180	0	180	0	180	0	180
S	Left-Right			0							0				0				0	
	1				5							-								
			74	1 0	74	6	80	80	0	83	1 0	83	6	89	1 0	89	-1	89	1 0	89
N N	→ Through		827	1	455	6	833	458	36	967	1	530	6	973	1	533	-1	973	1	533
98	→ Through-Right			1							1				1				1	
EASTBOUND	Right		83	0	83	0	83	83	0	93	0	93	0	93	0	93	0	93	0	93
ш				0 0							0 0				0				0	
	1 1				₿															
6	✓ Left		82	1	82	0	82	82	0	92	1	92	0	92	1	92	0	92	1	92
WESTBOUND			774	0 1	440	5	779	443	14	886	0 1	506	5	891	0 1	508	-1	890	0 1	508
B0	Through-Right		114	1	770		113	770	17	500	1	300		551	1	300	-1	330	1	300
EST	Right		106	0	106	0	106	106	6	125	0	125	0	125	0	125	0	125	0	125
Š	Left-Through-Right Left-Right			0							0 0				0				0	
	↓ Leit-Niglit		Non	th-South:	805	No	rth-South:	808		Nor	th-South:	919		Non	th-South:	922	 	Nor	th-South:	922
	CRITICAL VOLUMES			ast-West:	537		ast-West:	540			ast-West:	622			ast-West:	625			ast-West:	625
				SUM:	1342		SUM:	1348			SUM:	1541			SUM:				SUM:	1547
	VOLUME/CAPACITY (V/C)				0.895			0.899				1.027				1.031				1.031
V/C	C LESS ATSAC/ATCS ADJUS				0.795			0.799				0.927				0.931				0.931
	LEVEL OF SERVICE				С			С				Е				Е				Е
	REMARKS: SUPPLEMENTAL +2% Comm				D															

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.004 $\Delta v/c$ after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUE	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	_C	Date:		3/17/2019)
9	East-West Street:	MAGNO	LIA BOULE	/ARD		Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
	posed Ø'ing: N/S-1, E/W-2 o Turns: FREE-1, NRTOR-2 o ATSAC-1 or ATSAC-	r OLA-3? ATCS-2?	NB 0 EB 0	SB WB	2 0 0 0 2	NB EB	0 SE 0 WI	B 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2	NB EB	0	SB WB	2 0 0 0 2
	Override	Capacity	EVISTI	NG CONDI	0 TION	EVIST	ING PLUS P	0 PO IECT	EUTUR	E CONDITI		0	EUTUS	RE CONDIT	ION W/ PP	0	EUTUDE	W/ PROJE	CT W/ MIT	O IGATION
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
L			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
NORTHBOUND	Left Left-Through Through Through-Right Right		130 1100 107	1 0 1 1 0	130 604 107	0 4 0	130 1104 107	130 606 107	52 25	146 1291 145	1 0 1 1	146 718 145	0 4 0	146 1295 145	1 0 1 1 0	720 145	0 0	146 1294 145	1 0 1 1 0	146 720 145
NOF	→ Left-Through-Right → Left-Right			0 0							0				0				0	
SOUTHBOUND	Left Left-Through Through-Right Right Left-Through-Right Left-Right		60 750 79	1 0 1 1 0 0	60 415 79	0 5 6	60 755 85	60 420 85	0 54 0	68 899 89	1 0 1 1 0 0	68 494 89	0 5 6	68 904 95	1 0 1 1 0 0	68 500 95	-1 -1	68 903 94	1 0 1 1 0 0	68 499 94
EASTBOUND	→ Left → Left-Through → Through		129 873 94	1 0 1 1 0 0	129 484 94	3 6 0	132 879 94	132 487 94	0 30 0	145 1013 106	1 0 1 1 0 0	145 560 106	3 6 0	148 1019 106	1 0 1 1 0 0	148 563 106	0 -1 0	148 1019 106	1 0 1 1 0 0	148 563 106
WESTBOUND	✓ Left ✓ Left-Through ← Through-Right ← Right ← Right ← Left-Through-Right ← Left-Right		72 656 88	1 0 1 1 0 0	72 372 88	0 8 0	72 664 88	72 376 88	0 17 23	81 756 122	1 0 1 1 0 0	81 439 122	0 8 0	81 764 122	1 0 1 1 0 0	81 443 122	0 -1 0	81 763 122	1 0 1 1 0 0	81 443 122
	CRITICAL VOLUMES East-West: 556 SUM: 1220		664 556 1220		rth-South: East-West: SUM:	666 559 1225			th-South: ast-West: SUM:	786 641 1427			th-South: ast-West: SUM:				th-South: ast-West: SUM:	788 644 1432		
V/0	V/C LESS ATSAC/ATCS ADJUSTMENT: 0.7				0.813 0.713 C			0.817 0.717				0.951 0.851				0.955 0.855				0.955 0.855
	LEVEL OF SERVICE (LOS): REMARKS: SUPPLEMENTAL +2% Comm							С				D				D				D

REMARKS: SUPPLEMENTAL +2% Comm Req

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.004 $\Delta v/c$ after mitigation: 0.004 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



Beat-West Street:	I/S #:	North-South Street:	WOODM	IAN AVENUE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
No. of Phases		East-West Street:	RIVERSI	DE DRIVE							Pe	ak Hour:	AM								
Right	Орр					0			4 0			ı	0				0				4 0
ATSAC-1 or ATSAC-ATCS-22	Right	Turns: FREE-1, NRTOR-2 or	OLA-3?			_							_	I							0
MOVEMENT Volume Lane Volume Lane Lane Moveman Lane Volume Volume				LB	WB	2	LB.	0 00	2	LD	O	WB	2	LD-	O	WD	2	LB	U	WD	2 0
Ceft Column Col				EXISTI	NG CONDI	TION	EXIST	ING PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	ROJECT	FUTUI	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
Carrier Company Carrier Co					Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Lane Volume
Through	₽			158		87	19	177	97	0	158		87	19	177		97	-2	175		96
Through	HBOUN	Through		609	2	305	0	609	305	0	609	2	305	0	609	2	305	0	609	2	305
Through	NORTI	Left-Through-Right		219	0	0	0	219	0	0	219	0	0	0	219	1 0	0	0	219	0	0
Left-Through		→ Left-Right		I	0							0				0				0	
Left-Right 97 1 97 3 100 100 0 97 1 97 3 100 1 100 0 100 1 100 0	QNC	Left-Through			0							0				0				0	188
Left-Right 97 1 97 3 100 100 0 97 1 97 3 100 1 100 0 100 1 100 0	B01			1056		528	0	1056	528	0	1056		528	0	1056		528	0	1056		528
Section Sect	SOUTH	→ Right Left-Through-Right		94	1 0	46	4	98	48	0	94	1 0	46	4	98	1 0	48	0	98	1	48
CRITICAL VOLUMES North-South: East-West: East-West: East-West: East-West: East-West: SUM: 1463 SUM: 1494 SUM: 1463 SUM: 1494 SUM: 1463 SUM: 1494 SUM: 1463 SUM: 1494 SUM: 1463		•																			
Ceft-Right Cef	<u>S</u>	→ Left-Through			0							0				1				0	100
Ceft-Right Cef	TBOU	Through-Right			1							1				1				0	481
Through Thr	EAS	Left-Through-Right		160	0	160	34	194	194	0	160	0	160	34	194	0	194	-3	191	0	143
Through Thr	<u>'</u>	* -		-								,								4	
CRITICAL VOLUMES	QND				0							0								0	290 354
CRITICAL VOLUMES	STBO	Through-Right			0							0								0	53
CRITICAL VOLUMES East-West: SUM: 848 SUM: East-West: SUM: 869 SUM: East-West: SUM: 848 SUM: East-West: SUM: 869 SUM: East-West: SUM: 138 SUM: 1494 SUM: 138 SUM: 138 SUM: 138 SUM: 138 SUM: 138 SUM: 138 SUM: 108	WE	,			0							0				0				0	
V/C LESS ATSAC/ATCS ADJUSTMENT: 0.964 0.987 0.987		CRITICAL VOLUMES East-West: 84 SUM: 146						East-West:	869			ast-West:	848			ast-West:	869			ast-West:	624 771 1395
5.557		VOLUME/CAPACITY (V/C)) RATIO:			1.064			1.087				1.064				1.087				1.015
1 EVEL OF OFFINAR (199)	V/C	LESS ATSAC/ATCS ADJUS	STMENT:																		0.915
LEVEL OF SERVICE (LOS):		LEVEL OF SERVIC	E (LOS):	<u> </u>		Е			Е				Е				E				E

Version: 1i Beta; 8/4/2011 Appendix F EXISTING PLUS PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.023 $\Delta v/c$ after mitigation: -0.049 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	AN AVENUE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
10	East-West Street:		DE DRIVE			Proje	ction Year	2015		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
		f Phases			4			4				4				4				4
1	posed Ø'ing: N/S-1, E/W-2 or		NB 3	SB	0	NB	3 SE	0 3 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A				2			2				2				2				2
-	Override (Capacity	EVICTI	NG CONDI	0	EVICTI	NG PLUS PI	0	FUTUR	E CONDITI		0	FUTUE	RE CONDIT	ION W/ DD	0	FUTUR	W/ PROJE	CT M// BAIT	
	MOVEMENT		EXIST	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		391	2	215	42	433	238	0	391	2	215	42	433	2	238	-4	429	2	236
	← Left-Through		4000	0		•	4000		•	1000	0			4000	0			4000	0	
BO	↑ Through ↑ Through-Right		1029	2	515	0	1029	515	0	1029	2	515	0	1029	2	515	0	1029	2	515
NORTHBOUND	→ Right		275	1	31	0	275	31	0	275	1	31	0	275	1	31	0	275	1	31
Ř	← Left-Through-Right			0							0				0				0	
				0							0				0				0	
	Left		109	1	109	0	109	109	0	109	1	109	0	109	1	109	0	109	1	109
N N	Left-Through		100	0	100		100	100		100	0	100		100	0	103		100	0	103
l g	Through		701	2	351	0	701	351	0	701	2	351	0	701	2	351	0	701	2	351
l ¤ l	ر Right 214		0 1	107	5	219	110	0	214	0 1	107	5	219	0	110	-1	219	0	109	
SOUTHBOUND	Left-Through-Right		214	0	107	3	219	110	U	214	0	107	3	219	0	110	-1	219	0	109
S	↓ Left-Right			0							0				0				0	
ļ ,			214	1	214	4	218	218	0	214	1	214	4	218	1	218	0	218	1	218
₽	→ Left-Through		214	0	214	4	210	210	U	214	0	214	4	210	0	210		210	0	210
l á	→ Through		738	1	486	7	745	503	0	738	1	486	7	745	1	503	-1	744	2	372
1BC	→ Through-Right		000	1	000	07	000	000	•	000	1	000	0.7	000	1	000		0.57	0	400
EASTBOUND	→ Right → Left-Through-Right		233	0	233	27	260	260	0	233	0	233	27	260	0	260	-3	257	1 0	139
"	_ Left-Right			0							0				0				0	
	C 1.6		044			_	644		_	644		644		644		644		644	4	644
₽			244	1 0	244	0	244	244	0	244	1 0	244	0	244	1 0	244	0	244	1 0	244
5	← Through		806	2	403	9	815	408	0	806	2	403	9	815	2	408	-1	814	2	407
TB(Through-Right			0					_		0				0				0	105
WESTBOUND	Right Left-Through-Right		191	1 0	137	0	191	137	0	191	1 0	137	0	191	1 0	137	0	191	1 0	137
>	Left-Right			0							0				0				0	
				th-South:	624		rth-South:	624			th-South:	624			th-South:	624			th-South:	624
	CRITICAL VO	DLUMES	E	ast-West: SUM:	730 1354	E	ast-West: SUM:	747 1371		E	ast-West: SUM:	730 1354		E	ast-West: SUM:	747 1371		Ε	ast-West: SUM:	625 1249
	VOLUME/CAPACITY (V/C)	RATIO:		SUIVI:	0.985		SUIVI:	0.997			SUIVI:	0.985			SUNI:	0.997			SUNI:	0.908
V/C	C LESS ATSAC/ATCS ADJUS				0.965			0.997 0.897				0.965				0.897				0.808
					0.665 D			0.697 D				0.000 D				0.697 D				0.606 D
<u> </u>	REMARKS: SUPPLEMENTAL +2% Comm							ע	l			ע	<u> </u>			U				U

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Version: 1i Beta; 8/4/2011 Appendix F EXISTING PLUS PROJECT

PROJECT IMPACT

Change in v/c due to project: 0.012 $\Delta v/c$ after mitigation: -0.077 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	AN AVENUE			Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
10	East-West Street:		DE DRIVE			Proje	ction Year	2021		Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
0		f Phases			4			4				4				4				4
	posed Ø'ing: N/S-1, E/W-2 or		NB 3	SB	0	NB	3 SE	0 0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or		EB 0	WB	0	EB	0 W	3 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A Override (2			2				2				2				2
	Override	Сараспу	EXISTI	NG CONDI		EXIST	NG PLUS PI		FUTUR	E CONDITI	ON W/O PR		FUTUF	RE CONDIT	ION W/ PR	0	FUTURE	W/ PROJE	CT W/ MIT	
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	Left		158	2	87	19	177	97	0	178	2 0	98	19	197	2	108	-2	195	2	107
	← Left-Through ↑ Through		609	0 2	305	0	609	305	65	751	0 2	376	0	751	0	376	0	751	0	376
H H	Through-Right			0							0				0				0	
NORTHBOUND	→ Right		219	1	0	0	219	0	6	253	1	0	0	253	1	0	0	253	1	0
2	← Left-Through-Right			0 0							0 0				0				0	
	Leit-Right			U							U				U				U	
Ω	→ Left		188	1	188	0	188	188	1	213	1	213	0	213	1	213	0	213	1	213
SOUTHBOUND	Left-Through Through		1056	0 2	528	0	1056	528	35	1224	0 2	612	0	1224	0	612	0	1224	0	612
<u>8</u>	→ Through → Through-Right		1030	0	320	U	1030	320	33	1224	0	012	0	1224	0	012	0	1224	0	012
5	Right		94	1	46	4	98	48	6	112	1	56	4	116	1	58	0	115	1	57
SO	← Left-Through-Right			0 0							0 0				0				0	
	Leit-Right		1	U							U				U				U	
	Left		97	1	97	3	100	100	4	113	1	113	3	116	1	116	0	116	1	116
l i	→ Left-Through→ Through		956	0 1	558	7	963	579	6	1083	0 1	632	7	1090	0	652	-1	1089	0 2	545
BO	→ Through-Right		930	1	330	,	903	313	0	1003	1	032	,	1030	1	032	-1	1009	0	343
EASTBOUND	Right		160	0	160	34	194	194	0	180	0	180	34	214	0	214	-3	211	1	158
Э	★ Left-Through-Right ★ Left-Right			0 0							0 0				0				0	
) Lon raight																			
	€ Left		290	1	290	0	290	290	3	330	1	330	0	330	1	330	0	330	1	330
WESTBOUND			703	0 2	352	4	707	354	6	798	0 2	399	4	802	0 2	401	0	801	0 2	401
<u>8</u>	Through-Right			0							0		· ·		0				0	
EST	Right		147	1 0	53	0	147	53	0	166	1 0	60	0	166	1 0	60	0	166	1 0	60
>	Left-Through-Right Left-Right			0							0				0				0	
	, ,		Nort	th-South:	615	No	rth-South:	625		Nor	th-South:	710		Nor	th-South:	720		Nor	th-South:	719
	CRITICAL VO	OLUMES	Ea	ast-West:	848	E	ast-West:	869		E	ast-West:	962		E	ast-West:	982		E	ast-West:	875
	VOLUME/CAPACITY (V/C)	RATIO:		SUM:	1.064		SUM:	1494 1.087			SUM:	1672 1.216			SUM:	1702 1.238			SUM:	1594 1.159
V/C	LESS ATSAC/ATCS ADJUS				0.964			0.987				1.216 1.116				1.230				1.159
	LEVEL OF SERVICE	0.964 E			0.96 <i>1</i>				F.110				F.130				1.059 F			
<u> </u>	REI	omm Req				ı				ı				ı						

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.022 $\Delta v/c$ after mitigation: -0.057 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	AN AVENUE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
10	East-West Street:	RIVERSI	DE DRIVE				ction Year			Pea	ak Hour:	PM		wed by:			Project:	ICON	MU	
		f Phases			4			4				4				4				4
1	oosed Ø'ing: N/S-1, E/W-2 or		NB 3	SB	0	NB	3 SE	0	NB	3	SB	0	NB	3	SB	0	NB	3	SB	0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	EB 0	ЗВ WВ	0	EB	0 WI		EB	0	3Б WВ	0	EB	0	ЗВ WВ	0	EB	0	ЗВ WВ	0
	ATSAC-1 or ATSAC+				2			2				2	·			2				2
	Override	Capacity	EVICE	NO CONST	0	EVICE	NO DI UC S	0	FUTUE	E CONDITIO	ON W/O 55	0	FUT	DE CONFIE	1011111111111	0	FUTUR	. W/ DDC :-	OT 14// 85:71	0
	MOVEMENT		EXISTI	NG CONDIT	Lane	Project	NG PLUS PI Total	Lane	Added	Total	ON W/O PR	Lane	Added	RE CONDIT	No. of	Lane	Added	W/ PROJE	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		391	2	215	42	433	238	0	440	2	242	42	482	2	265	-4	478	2	263
	Left-Through		4000	0			1006		7.0	4000	0			1005	0			1000	0	
BO	↑ Through ↑ Through-Right		1029	2 0	515	0	1029	515	70	1229	2	615	0	1229	2	615	0	1229	2	615
NORTHBOUND	Right		275	1	31	0	275	31	26	336	1	50	0	336	1	50	0	336	1	50
Š	Left-Through-Right			0							0				0				0	
	→ Left-Right		L	0							0				0				0	
. 1	Left		109	1	109	0	109	109	6	129	1	129	0	129	1	129	0	129	1	129
N N	Left-Through		100	0	100		100	100	O	123	0	123		120	0	123		120	0	123
l g	Through		701	2	351	0	701	351	60	849	2	425	0	849	2	425	0	849	2	425
∥ ≝ I	← Through-Right → Right		214	0 1	107	5	219	110	23	264	0 1	131	5	269	0	134	-1	268	0 1	133
SOUTHBOUND	Left-Through-Right		214	0	107	3	219	110	23	204	0	131	3	209	0	134	-1	200	0	133
S	↓ Left-Right		l	0							0				0				0	
	ے Left		214	1	214	4	218	218	25	266	1	266	4	270	1	270	0	270	1	270
ş	→ Left-Through		214	0	Z 14	4	210	210	23	200	0	200	4	210	0	210	0	210	0	210
į	→ Through		738	1	486	7	745	503	33	864	1	563	7	871	1	580	-1	870	2	435
TB(→ Through-Right		000	1	000	0.7	000	200		200	1	000	07	200	1 0	200	_	207	0	450
EASTBOUND	Right Left-Through-Right		233	0 0	233	27	260	260	0	262	0	262	27	289	0	289	-3	287	0	156
	Left-Right			0							0				0				0	
	C 1-#		044	1	044		244	044	44	200	1	200		200	1	200		200	1	200
9			244	1 0	244	0	244	244	11	286	1 0	286	0	286	1 0	286	0	286	1 0	286
WESTBOUND	← Through		806	2	403	9	815	408	23	931	2	466	9	940	2	470	-1	939	2	470
TB(Through-Right Right			0	,	_			_	o : =	0	,	_	c : =	0	,		e : -	0	,
ÆS	Right Left-Through-Right		191	1 0	137	0	191	137	0	215	1	151	0	215	1 0	151	0	215	1	151
>	Left-Right			0							0				0				0	
				th-South:	624	1	rth-South:	624			th-South:	744			th-South:	744			th-South:	744
	CRITICAL V	OLUMES	Ea	ast-West: SUM:	730 1354		ast-West: SUM:	747 1371		Ea	ast-West: SUM:	849 1593		E	ast-West: SUM:	866 1610		E	ast-West: SUM:	740 1484
	VOLUME/CAPACITY (V/C) RATIO:		SUIVI:	0.985		SUIVI:	0.997			SUW:	1.159			SUNI:	1.171			SUIVI:	1.079
V/C	LESS ATSAC/ATCS ADJUS	•			0.885			0.997 0.897				1.059				1.071				0.979
								0.697 D				1.059 F				F.071				0.979 E
<u> </u>	RE	omm Req																		

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.012 $\Delta v/c$ after mitigation: -0.080 Significant impacted? YES Fully mitigated? YES



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	AN AVENUE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
11			WY RAMPS	;		Proje	ction Year			Pea	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
000	No. of posed Ø'ing: N/S-1, E/W-2 or	Phases			3			3				3				3				3
			NB 0	SB	0	NB	0 SE		NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or		EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+A Override C				2			2				2				2				2
			EXISTI	NG CONDI	TION	EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT			No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
\vdash	Left		Volume 373	Lanes 1	Volume 373	Traffic 0	Volume 373	Volume 373	Volume 0	Volume 420	Lanes 1	Volume 420	Volume 0	Volume 420	Lanes 1	Volume 420	Volume 0	Volume 420	Lanes 1	Volume 420
9	∟eπ ⊷ Left-Through		3/3	0	3/3	U	3/3	3/3	U	420	0	420	0	420	0	420	U	420	0	420
NORTHBOUND	Through		762	3	254	10	772	257	50	908	3	303	10	918	3	306	-1	917	3	306
里	→ Through-Right			0							0				0				0	
NRT	→ Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
ž	← Left-Through-Right ✓ Left-Right			0							0				0				0	
•			•																	
۵	→ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through Through		1006	0 4	252	34	1040	260	30	1163	0 4	291	34	1197	0 4	299	-3	1194	0 4	299
B	Through-Right		1000	0	202	34	1040	200	30	1103	0	231	34	1137	0	233	-5	1134	0	233
5	Right		530	1	530	0	530	530	9	606	1	606	0	606	1	606	0	606	1	606
SO	← Left-Through-Right			0 0							0 0				0				0	
	Leπ-Right			U							U				U				U	
_ [ر Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	→ Left-Through			0							0				0				0	
EASTBOUND	→ Through → Through-Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
STE	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EA	Left-Through-Right			0							0				0				0	
	-		L	0							0				0				0	
I	√ Left		364	1	189	0	364	192	18	428	1	229	0	428	1	232	0	428	1	232
WESTBOUND				0							0				0				0	
] 30L	← Through ← Through-Right		1	0 0	189	0	1	192	0	1	0 0	229	0	1	0	232	0	1	0	232
STE	Right		203	1	0	9	212	0	29	258	1	0	9	267	1	0	-1	266	1	0
NE N	Left-Through-Right			1							1				1				1	
				0	000		4.0.4	000			0	4000			0	1000			0	4000
	CRITICAL VO	DLUMES		th-South: ast-West:	903 189		rth-South: East-West:	903 192			th-South: ast-West:	1026 229			th-South: ast-West:	1026 232			th-South: ast-West:	1026 232
				SUM:	1092		SUM:	1095			SUM:	1255			SUM:	1258			SUM:	1258
	VOLUME/CAPACITY (V/C)	RATIO:			0.766			0.768	_			0.881				0.883				0.883
V/C	LESS ATSAC/ATCS ADJUS	TMENT:			0.666			0.668				0.781				0.783				0.783
	LEVEL OF SERVICE	В			В				С				С				С			
	REN	omm Req																		

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.002 $\Delta v/c$ after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street: W	VOODMA	AN AVENUE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
11			WY RAMPS	3		Proje	ction Year			Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
	No. of Pl				3			3				3				3				3
	osed Ø'ing: N/S-1, E/W-2 or Bo	1.	NB 0	SB	0	NB	0 SE	0 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or OL	Ι Δ=37	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+ATO				2			2				2				2				2
	Override Cap	pacity	EVICTI	NG CONDI	0	EVICT	NG PLUS P	0	FUTUR	E CONDITION	ON W/O DD	0	FUTUE	RE CONDIT	ION W/ DD	0	FUTUR	W/ PROJE	CT M// MIT	
	MOVEMENT		EVISTI	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	Left		419	1	419	0	419	419	0	472	1	472	0	472	1	472	0	472	1	472
	Left-Through		4040	0	440	0.4	4000	400		4.400	0	40.4	0.4	4500	0	504		4500	0	500
BO	↑ Through ↑ Through-Right		1248	3 0	416	21	1269	423	77	1482	3	494	21	1503	3	501	2	1506	3	502
NORTHBOUND	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ř	Left-Through-Right			0							0				0				0	
	← Left-Right			0							0				0				0	
	↓ Left	I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through		· ·	0	Ū		O	O	O	O	0	U		O	0	O		O	0	O
l og	Through		813	4	203	27	840	210	73	989	4	247	27	1016	4	254	-3	1013	4	253
뿔	← Through-Right → Right		502	0	500	0	500	500	24	500	0	500	0	500	0	500		500	0	500
l lo	Left-Through-Right 0		502	0	502	502	34	599	0	599	0	599	0	599	0	599	0	599		
Ñ	↓ Left-Right			0							0				0				0	
	J Left			0		0		0	0	0	0	0	0		0	0	0	0		0
□	J Left ∴ Left-Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N N	→ Through		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	→ Through-Right			0							0				0				0	
AS.	Right Left-Through-Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ш	Left-Right			0							0				0				0	
	*				3															
	✓ Left ✓ Left-Through		359	1 0	255	0	359	262	30	434	1	310	0	434	1 0	317	0	434	1 0	317
WESTBOUND	√ Leπ-Inrougn ← Through		1	0	255	0	1	262	0	1	0	310	0	1	0	317	0	1	0	317
<u> </u>	Through-Right			0			•			•	0			•	0			-	0	
ESI	Right		405	1	0	21	426	0	40	496	1	0	21	517	1	0	-2	515	1	0
>	Left-Through-Right Left-Right			1 0							1 0				0				1 0	
	γ =g	_	Nort	h-South:	921	No	rth-South:	921		Non	th-South:	1071		Non	th-South:	1071		Nor	th-South:	1071
	CRITICAL VOLU	UMES	Ea	ast-West:	255 1176	E	ast-West:	262		E	ast-West:	310		E	ast-West:	317		E	ast-West:	317
							SUM:	1183			SUM:	1381			SUM:				SUM:	1388
1//0	, ,				0.825			0.830				0.969				0.974				0.974
V/C					0.725			0.730				0.869				0.874				0.874
	LEVEL OF SERVICE (,	SUPPLEMENT	FAL .00/ 5	С			С				D				D	L			D

2

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.005 $\Delta v/c$ after mitigation: 0.005 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	AN AVENUE	E		Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.c	Date:		3/12/2019)
12	East-West Street:		WY RAMPS	6		Proje	ction Year			Pea	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	}
	No. of posed Ø'ing: N/S-1, E/W-2 or Turns: FREE-1, NRTOR-2 or		NB 2 EB 0	SB WB	3 0 0 0	NB EB	2 SE		NB EB	2	SB WB	3 0 0 0	NB EB	2	SB WB	3 0 0 0	NB EB	2	SB WB	3 0 0 0
	ATSAC-1 or ATSAC+A				2		-	2				2				2				2
	Override (Capacity	FYISTI	NG CONDI	0 TION	FYIST	NG PLUS P	0 PO IECT	FUTUR	E CONDITI	ON W/O PR	0 PO JECT	FUTUE	RE CONDIT	ION W/ PR	0	FUTURE	W/ PROJE	CT W/ MIT	
	MOVEMENT		- EXIOTI	No. of	Lane	Project	Total	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
			Volume	Lanes	Volume	Traffic	Volume	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
₽	↑ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	← Left-Through ↑ Through		902	0 3	301	10	912	304	24	1040	0 3	347	10	1050	3	350	-1	1049	3	350
H H	Through-Right			1							1				1				1	
NORTHBOUND	Right		379	0	379	0	379	379	15	442	0 0	442	0	442	0	442	0	442	0	442
×	← Left-Through-Right			0 0							0				0				0	
9	→ Left → Left-Through		358	1 0	358	18	376	376	7	410	1 0	410	18	428	1 0	428	-2	426	1 0	426
l ñ	Through		1012	3	337	16	1028	343	36	1176	3	392	16	1192	3	397	-2	1190	3	397
里	Through-Right			0	_	0	0	0	0		0		0	0	0	0		0	0	0
SOUTHBOUND	→ Right → Left-Through-Right		0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
Š	↓ Left-Right			0							0				0				0	
	ے Left		227	1	164	0	227	164	26	282	1	194	0	282	1	194	0	282	1	194
9	Left-Through		221	0	104		221	104	20	202	0	134	0	202	0	134		202	0	134
l o	→ Through		4	0 0	164	0	4	164	0	5	0	194	0	5	0	194	0	5	0	194
EASTBOUND	→ Through-Right → Right		261	1	0	0	261	0	0	294	0 1	0	0	294	1	0	0	294	0 1	0
EA	Left-Through-Right			1							1				1				1	
	-			0							0				0				0	
	✓ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND			0	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0
BO	← Through-Right		U	0	U		U	U	U	U	0	U	U	U	0	0		U	0	0
EST	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>	Left-Through-Right Left-Right			0 0							0 0				0				0	
	, ,			th-South:	737		rth-South:	755			th-South:	852			th-South:	870			th-South:	868
	CRITICAL VO	OLUMES	Eá	ast-West: SUM:	164 901	į E	ast-West: SUM:	164 919		E	ast-West: SUM:	194 1046		E	ast-West: SUM:	194 1064		E	ast-West: SUM:	194 1062
	VOLUME/CAPACITY (V/C)	RATIO:		JUNI:	0.632		SUM:	0.645			GOW!	0.734			JUNI:	0.747			JUNI:	0.745
V/C	LESS ATSAC/ATCS ADJUS				0.532			0.545				0.634				0.647				0.645
	LEVEL OF SERVICE (LOS):							Α				В				В				В
Ľ	REI	n Req																		

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.013 $\Delta v/c$ after mitigation: 0.011 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	WOODM	IAN AVENUE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.c	Date:		3/12/2019)
12	East-West Street:	SB 101 F	WY RAMPS	6		Proje	ction Year	2021		Pea	ak Hour:	PM	Revie	wed by:			Project:	ICON	MU	
1	posed Ø'ing: N/S-1, E/W-2 or		NB 2	SB	3 0 0	NB	2 SE	3 0 3	NB	2	SB	3 0 0	NB	2	SB	3 0 0	NB	2	SB	3 0 0
Right	Turns: FREE-1, NRTOR-2 or		<i>EB</i> 0	WB	0	EB	0 W	B 0	EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+/ Override (2 0			2 0				2 0				2				2 0
			EXISTI	NG CONDI	TION	EXIST	NG PLUS P	ROJECT	FUTUR	E CONDITI	ON W/O PR	OJECT	FUTUF	RE CONDIT	ION W/ PR	OJECT	FUTURE	W/ PROJE	CT W/ MIT	IGATION
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
۵	Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	← Left-Through ↑ Through		1145	0 3	382	21	1166	389	50	1339	0 3	446	21	1360	0 3	453	-2	1358	0 3	453
B	↑ Through-Right			1	002		1100	000		1000	1	110		1000	1	100	_	1000	1	100
NORTHBOUND	→ Right		396	0	396	0	396	396	20	466	0	466	0	466	0	466	0	466	0	466
2	Left-Through-Right			0							0				0				0	
	→ Left-Right		I	0							U				U				U	
	→ Left		232	1	232	13	245	245	21	282	1	282	13	295	1	295	-1	294	1	294
SOUTHBOUND	→ Left-Through		0.47	0 3	040	44	004	000	74	4407	0	070	4.4	4454	0 3	004		4450	0 3	000
<u>B</u>	↓ Through ← Through-Right		947	0	316	14	961	320	71	1137	3	379	14	1151	0	384	-1	1150	0	383
₹	لَبِ Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOL	Left-Through-Right			0							0				0				0	
	↓ Left-Right		I	0							0				0				0	
	ے Left		528	1	295	0	528	295	28	623	1	341	0	623	1	341	0	623	1	341
EASTBOUND	→ Left-Through			0		_			_		0		_		0		_	_	0	
l g	→ Through→ Through-Right		4	0 0	295	0	4	295	0	5	0	341	0	5	0	341	0	5	0	341
STE	Right		352	1	0	0	352	0	0	396	1	0	0	396	1	0	0	396	1	0
EĀ	Left-Through-Right			1							1				1				1	
	- ≺ Left-Right		I	0							0				0				0	
	√ Left		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND				0							0				0			_	0	
301	← Through ← Through-Right		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STE	Right		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WE	Left-Through-Right			0			-			-	0			-	0				0	
			Al.c.	0 th-South:	628	A/-	rth-South:	641		Ale	0 th-South:	748		Ale:	0 th-South:	761		Al =	0 th-South:	760
	CRITICAL VO	OLUMES		tn-Soutn: ast-West:	295		rtn-Soutn: East-West:	295			tn-Soutn: ast-West:	748 341			tn-Soutn: ast-West:	341			in-Soutn: ast-West:	341
				SUM:	923		SUM:	936			SUM:	1089			SUM:				SUM:	1101
	VOLUME/CAPACITY (V/C)) RATIO:			0.648			0.657				0.764				0.773				0.773
V/C	LESS ATSAC/ATCS ADJUS				0.548			0.557				0.664				0.673				0.673
	LEVEL OF SERVICE (LOS):							Α				В				В				В
	RF	MARKS:	Supplemental	+2% Comn	n Rea															

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Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.009 $\Delta v/c$ after mitigation: 0.009 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
13	East-West Street:	CHANDL	ER BL			Proje	ction Year	2021		Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
Ор	No. o posed Ø'ing: N/S-1, E/W-2 or	f Phases Both-3?			2 0		0	2 0		6	0.0	2 0				2 0				2 0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+				2		0	2				2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDIT	Lane	Project	ING PLUS PI		Added	Total	ON W/O PR	Lane	Added	RE CONDIT	No. of	Lane	Added	W/ PROJE	No. of	Lane
	MOVEMENT		Volume	Lanes	Volume	Traffic	Total Volume	Lane Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume
	↑ Left		57	1	57	3	60	60	0	64	1	64	3	67	1	67	0	67	1	67
l is	← Left-Through			0						.=-	0				0				0	
BOI	↑ Through ↑ Through-Right		385	1	239	9	394	245	39	473	1 1	289	9	482	1	295	-1	481	1	294
NORTHBOUND	→ Right		93	0	93	3	96	96	0	105	0	105	3	108	0	108	0	107	0	107
Š	← Left-Through-Right			0							0				0				0	
			<u> </u>	0							0				0				0	
	└ Left		99	1	99	0	99	99	0	111	1	111	0	111	1	111	0	111	1	111
N ON	→ Left-Through			0							0				0				0	
301	Through		752	0 1	774	6	758	780	30	877	0	902	6	883	0	908	-1	882	0 1	907
王	→ Through-Right → Right	0	0	22	0	0	25	1 0	0	0	25	0	0	0	25	0	0			
SOUTHBOUND	✓ Right 22 0 ✓ Left-Through-Right 0 ✓ Left-Right 0							· ·			0	ŭ			0	ŭ			0	· ·
0,	↓ Left-Right		L	0							0				0				0	
	J Left		13	1	13	0	13	13	0	15	1	15	0	15	1	15	0	15	1	15
9	→ Left-Through			0							0				0				0	
EASTBOUND	→ Through → Through-Right		566	2 0	283	0	566	283	0	637	2 0	319	0	637	2	319	0	637	2	319
STB	→ Through-Right → Right		233	0 1	205	2	235	205	0	262	1	230	2	264	1	231	0	264	1	231
EAS	Left-Through-Right		200	0		_	200	200			0	200	_		0	20.			0	20.
	- ≺ Left-Right		l	0							0				0				0	
	√ Left		193	1	193	2	195	195	0	217	1	217	2	219	1	219	0	219	1	219
ND				0							0				0				0	
WESTBOUND	← Through ← Through-Right		448	2 0	224	0	448	224	0	505	2 0	253	0	505	2	253	0	505	2	253
STE	Right		90	1	41	0	90	41	0	101	1	46	0	101	1	46	0	101	1	46
WE	Left-Through-Right			0							0				0				0	
	├ Left-Right		A1	0 th South:	831	A/-	rth-South:	840		Mc.	0 th-South:	966		Me:	0 th-South:	975		Me:	0 th-South:	974
	CRITICAL V	OLUMES		th-South: ast-West:	476		rtn-Soutn: East-West:	478			tn-Soutn: ast-West:	536			tn-Soutn: ast-West:	538			tn-Soutn: ast-West:	538
				SUM:	1307		SUM:	1318			SUM:	1502			SUM:				SUM:	1512
	VOLUME/CAPACITY (V/C) RATIO:			0.871			0.879				1.001				1.009				1.008
V/C	C LESS ATSAC/ATCS ADJUS				0.771			0.779				0.901				0.909				0.908
	LEVEL OF SERVIC	. ,			С			С				E				E				E
	RE	MARKS:	Supplemental	+ 2% Comr	m Reg															

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.008 $\Delta v/c$ after mitigation: 0.007 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	HAZELT	INE AVE			Yea	r of Count	2015	Amb	ient Grov	vth: (%):	2	Condu	cted by:	L	.C	Date:		3/17/2019)
13	East-West Street:	CHANDL	ER BL			Proje	ction Year	2021		Pea	ak Hour:	PM		wed by:			Project:	ICON	MU	
		of Phases			2			2				2		-		2	-			2
Ор	posed Ø'ing: N/S-1, E/W-2 or	r Both-3?	NB 0	0.0	0	NB	0 SE	0 3 0	NB	0	0.0	0	N/D	0	SB	0		0	0.0	0
Right	Turns: FREE-1, NRTOR-2 or	r OLA-3?	NB 0 EB 0	SB WB	0	EB	0 SE 0 WI		EB	0	SB WB	0	NB EB	0	3B WB	0	NB EB	0	SB WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			2		-	2		_		2				2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDI			ING PLUS P				ON W/O PR			RE CONDIT				W/ PROJE		
	MOVEMENT		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	Left		81	1	81	2	83	83	0	91	1	91	2	93	1	93	0	93	1	93
N N	← Left-Through			0							0				0				0	
l So	Through		818	1	496	7	825	500	63	984	1	590	7	991	1	594	-1	991	1	594
≝	Through-Right		170	1	173	2	175	175	0	195	1	195	2	197	1 0	197	0	197	1 0	197
NORTHBOUND			173	0 0	1/3	2	1/3	1/3	U	193	0	193	2	197	0	197		197	0	197
2	Left-Right			0							0				0				0	
			•		3															
₽	└→ Left ├→ Left-Through		110	1 0	110	0	110	110	0	124	1 0	124	0	124	1 0	124	0	124	1 0	124
SOUTHBOUND	Through		558	0	573	11	569	584	61	689	0	706	11	700	0	717	-1	699	0	716
l ĕ	← Through-Right		1							1				1				1		
5	→ Right	15	0	0	0	15	0	0	17	0	0	0	17	0	0	0	17	0	0	
So	← Left-Through-Right			0 0							0				0				0	
	2 Lett-ragin			Ü							· ·									
	ب Left		36	1	36	0	36	36	0	41	1	41	0	41	1	41	0	41	1	41
			414	0 2	207	0	414	207	0	466	0 2	233	0	466	0 2	233	0	466	0 2	233
90	→ Through → Through-Right		414	0	207	U	414	207		400	0	233	U	466	0	233		400	0	233
EASTBOUND	Right		71	1	31	4	75	34	0	80	1	35	4	84	1	38	0	84	1	38
Ā	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right		L	0							0				0				0	
	√ Left		124	1	124	4	128	128	0	140	1	140	4	144	1	144	0	143	1	143
WESTBOUND				0							0				0		l .		0	
್ಲ್ಲ	← Through ← Through-Right		333	2 0	167	0	333	167	0	375	2	188	0	375	2	188	0	375	2	188
STE	Right		101	1	46	0	101	46	0	114	1	52	0	114	1	52	0	114	1	52
NE N	Left-Through-Right		12.	0							0				0				0	
				0	054		4.0.4	007			0	707			0	040			0	000
	CRITICAL V	OLUMES		th-South: ast-West:	654 331		rth-South: East-West:	667 335			th-South: ast-West:	797 373			th-South: ast-West:	810 377			th-South: ast-West:	809 376
	OTTIONE V			SUM:	985		SUM:	1002			SUM:	1170			SUM:				SUM:	1185
	VOLUME/CAPACITY (V/C	RATIO:			0.657			0.668				0.780				0.791				0.790
V/C	C LESS ATSAC/ATCS ADJUS	STMENT:			0.557			0.568				0.680				0.691				0.690
	LEVEL OF SERVICE	CE (LOS):			Α			Α				В				В				В
<u> </u>	RE	MARKS:	Supplemental	+ 2% Comr	m Reg															

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.011 $\Delta v/c$ after mitigation: 0.010 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	FULTON	AV			Yea	r of Count	2015	Amb	ient Grov	wth: (%):	2	Condu	cted by:	L	.C	Date:		3/13/2019)
14	East-West Street:	RIVERSI	DE DR			Proje	ction Year	2021		Pe	ak Hour:	AM	Revie	wed by:			Project:	ICON	MU	
		f Phases			2			2				2				2				2
1	posed Ø'ing: N/S-1, E/W-2 or		NB 0	SB	0	NB	0 SE	0 3 0	NB	0	SB	0	NB	0	SB	0	NB	0	SB	0
Right	Turns: FREE-1, NRTOR-2 or	OLA-3?	EB 0	WB	0	EB	0 W		EB	0	WB	0	EB	0	WB	0	EB	0	WB	0
	ATSAC-1 or ATSAC+	ATCS-2?			2			2				2	'			2				2
	Override	Capacity			0			0				0				0				0
	MOVEMENT		EXISTI	NG CONDIT			ING PLUS P		Added	Total	ON W/O PR		Added	RE CONDIT	No. of		Added	W/ PROJE	No. of	
	MOVEMENT		Volume	Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Volume	Volume	Lanes	Lane Volume	Volume	Volume	Lanes	Lane Volume	Volume	Volume	Lanes	Lane Volume
	↑ Left		117	1	117	0	117	117	1	133	1	133	0	133	1	133	0	133	1	133
NORTHBOUND	← Left-Through			0							0				0				0	
30.	Through		457	1	457	0	457	457	0	515	1	515	0	515	1	515	0	515	1	515
l ≝ l	Through-Right		212	0 1	161	0	212	161	0	239	0 1	178	0	239	0	178	0	239	0 1	178
OR.			212	0	101	U	212	101	0	239	0	170	U	239	0	170	U	239	0	170
z	Left-Right			0							0				0				0	
					=															
₽	→ Left → Left-Through		213	1 0	213	0	213	213	0	240	1 0	240	0	240	1	240	0	240	1 0	240
SOUTHBOUND	Through		853	1	488	0	853	488	0	961	1	551	0	961	1	551	0	961	1	551
l ₩	← Through-Right			1							1				1				1	
5	→ Right		123	0	123	0	123	123	1	140	0	140	0	140	0	140	0	140	0	140
SO	★ Left-Through-Right ↓ Left-Right			0 0							0 0				0				0	
	24 Lott Hight																			
	ب Left		55	1	55	0	55	55	0	62	1	62	0	62	1	62	0	62	1	62
			1205	0 2	603	7	1212	606	4	1361	0 2	681	7	1368	0 2	684	-1	1367	0 2	684
B01	→ Through Through-Right		1205	0	603	/	1212	606	4	1301	0	001	/	1300	0	004	-1	1307	0	004
EASTBOUND	Right		128	1	70	0	128	70	0	144	1	78	0	144	1	78	0	144	1	78
E	Left-Through-Right			0							0				0				0	
	- ≺ Left-Right		I	0							0				0				0	
	√ Left		103	1	103	0	103	103	7	123	1	123	0	123	1	123	0	123	1	123
WESTBOUND				0					_		0				0				0	
30 I	← Through ← Through-Right		929	2 0	465	4	933	467	7	1053	2 0	527	4	1057	2	529	0	1057	2	529
STE	Right		155	1	49	0	155	49	7	182	1	62	0	182	1	62	0	182	1	62
WE	Left-Through-Right			0						- -	0				0			- -	0	
	├ Left-Right		<u> </u>	0	070		-#- O#	070		•	0	755			0	755			0	755
	CRITICAL V	OLUMES		th-South: ast-West:	670 706		rth-South: East-West:	670 709			th-South: ast-West:	755 804			th-South: ast-West:	755 807			th-South: ast-West:	755 807
				SUM:	1376		SUM:	1379			SUM:	1559			SUM:	1562			SUM:	1562
	VOLUME/CAPACITY (V/C) RATIO:			0.917			0.919				1.039				1.041				1.041
V/C	C LESS ATSAC/ATCS ADJUS	STMENT:			0.817			0.819				0.939				0.941				0.941
	LEVEL OF SERVICE	D			D				E				E				E			
	RF	MARKS:	Supplemental	Ren																

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.002 $\Delta v/c$ after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A



(Circular 212 Method)



I/S #:	North-South Street:	FULTON	AV			Year of Count: 2015			Ambient Growth: (%):			2	2 Conducted by:		LC		Date: 3/13/2019)
14	East-West Street:	RIVERSIDE DR			Projection Year: 2021			Peak Hour:			PM	Reviewed by:				Project: ICON MU		MU		
No. of Phases					2			2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			MD 0	0.0	0	N/D	0 05	0	WD	0	0.0	0	A/D	0	0.0	0	4/0	0	0.0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB 0 EB 0	SB WB	0	NB EB	0 SE 0 WI		NB EB	0	SB WB	0	NB EB	0	SB WB	0	NB EB	0	SB WB	0	
ATSAC-1 or ATSAC+ATCS-2?		20		2		0 111	2			2	2			2	2			5	2	
Override Capacity					0			0				0				0				0
MOVEMENT		EXISTING CONDITION				STING PLUS PROJECT		FUTURE CONDITION W/O PRO			OJECT	FUTURE CONDITION W/ PRO						IGATION		
			No. of	Lane Volume	Project Traffic	Total	Lane	Added Volume	Total Volume	No. of	Lane	Added	Total Volume	No. of	Lane Volume	Added Volume	Total Volume	No. of	Lane	
—	↑ Left		Volume 131	Lanes 1	131	0 0	Volume 131	Volume 131	Volume 6	154	Lanes 1	Volume 154	Volume 0	154	Lanes 1	154	Volume	154	Lanes 1	Volume 154
NORTHBOUND	Leπ		131	0	131	U	131	131	0	154	0	104	U	154	0	154	U	134	0	154
	† Through		652	1	652	0	652	652	0	734	1	734	0	734	1	734	0	734	1	734
	Through-Right			0							0				0				0	
	→ Right		186	1	125	0	186	125	0	209	1	138	0	209	1	138	0	209	1	138
	Left-Through-Right			0							0				0				0	
l l	← Left-Right			0							0				0				0	
SOUTHBOUND	└ Left		114	1	114	0	114	114	0	128	1	128	0	128	1	128	0	128	1	128
	→ Left-Through			0							0				0				0	
	Through		413	1	250	0	413	250	0	465	1	285	0	465	1	285	0	465	1	285
	← Through-Right → Right		87	1 0	87	0	87	87	6	104	1 0	104	0	104	1	104	0	104	1 0	104
on.	Left-Through-Right		01	0	01	U	01	07	0	104	0	104	U	104	0	104	U	104	0	104
Š	↓ Left-Right			0							0				0				0	
_	4																			
EASTBOUND			120	1 0	120	0	120	120	0	135	1 0	135	0	135	1 0	135	0	135	1 0	135
	→ Through		948	2	474	7	955	478	27	1095	2	548	7	1102	2	551	-1	1101	2	551
	→ Through-Right		010	0		·	000	110		1000	0	0.10	·	1102	0	001	·	1101	0	001
	Right		152	1	87	0	152	87	0	171	1	94	0	171	1	94	0	171	1	94
	Left-Through-Right			0 0							0				0				0	
	- ✓ Left-Right		l i	U							U				U				U	
WESTBOUND	√ Left		123	1	123	0	123	123	3	142	1	142	0	142	1	142	0	142	1	142
				0							0				0				0	
	← Through ← Through-Right		1091	2 0	546	9	1100	550	25	1254	2	627	9	1263	2	632	-1	1262	2	631
STE	← Through-Right ← Right		182	0 1	125	0	182	125	3	208	1	144	0	208	1	144	0	208	1	144
WE:	Left-Through-Right		102	0	120		102	123		200	0			200	0			200	0	
	├ Left-Right			0							0				0				0	
	CRITICAL VOLUMES		North-South:		766	North-South:		766 670	North-South:		862			h-South: 862		North-South:		862		
CRITICAL VOLUMES		East-West: SUM:		666 1432	"	ast-West: SUM:	670 1436		East-West: SUM:		762 1624			ast-West: 767 SUM: 1629		East-West: SUM:		766 1628		
VOLUME/CAPACITY (V/C) RATIO:			30111.	0.955		30111.	0.957			30m.	1.083			30M.	1.086			30111.	1.085	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.855			0.957 0.857				0.983				0.986				0.985	
570	LEVEL OF SERVICE (LOS):				0.655 D			0.657 D				0.963 E				0.900 E				0.965 E
<u> </u>	REMARKS:			+2% Com F		ļ		ע				<u> </u>	ļ			E	l			E

Version: 1i Beta; 8/4/2011 Appendix F

PROJECT IMPACT

Change in v/c due to project: 0.003 $\Delta v/c$ after mitigation: 0.002 Significant impacted? NO Fully mitigated? N/A