APPENDIX 4.13

Traffic Impact Analysis Study

DRAFT

TRAFFIC IMPACT ANALYSIS FOR THE SANTA PAULA WEST BUSINESS PARK SPECIFIC PLAN

SANTA PAULA, CALIFORNIA

MARCH 2015

PREPARED FOR

MCGAELIC GROUP, LTD.

PREPARED BY

FEHR PEERS

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EXECUTIVE SUMMARY

This report documents the assumptions, methodologies, and findings of a study conducted by Fehr & Peers to evaluate the potential traffic impacts of the proposed development under the Santa Paula West Business Park Specific Plan (Project) in the City of Santa Paula. The following summarizes the findings of the study:

- Weekday AM and PM peak hour capacity analyses were conducted at 16 intersections and 10 directional freeway segments on the local and regional street system near the project site. One of the 16 study intersections currently operates at level of service (LOS) D during the PM peak hour. The 10 directional freeway segments operate at LOS C or better during both peak hours. The results of the intersection analysis for existing (2014) and future (2031) conditions are summarized in Tables ES-1 and ES-2.
- The proposed Santa Paula West Business Park Specific Plan would guide a development within the project site that includes a total of 683,173 square feet (s.f.) of general light industrial space and 18,405 s.f. of retail space. It is estimated to generate approximately 5,546 daily trips on weekdays, with approximately 646 trips during the AM peak hour and 732 trips during the weekday PM peak hour. The project has been studied both with and without the Beckwith Road extension to Faulkner Road.
- Under existing plus project conditions, four analyzed intersections are projected to operate at or below LOS D (the standard adopted by the City) during at least one of the analyzed peak hours. Three analyzed intersections are projected to operate at or below LOS D during at least one of the analyzed peak hours without the Beckwith Road extension. The 10 directional freeway segments operate at LOS C or better during both peak hours.
- Under cumulative base conditions (Year 2031), four analyzed intersections are projected to operate at or below LOS D during at least one of the analyzed peak hours. The 10 directional freeway segments operate at LOS E or better during both peak hours. The cumulative base forecasts were developed using an ambient growth rate developed from the 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) Travel Demand Model and related projects provided by information from the City. The cumulative base forecasts include growth over existing traffic volumes to reflect the effects of overall regional growth and development outside the study area and traffic generated by specific cumulative development projects elsewhere in the City of Santa Paula.
- According to the significant impact criteria employed by the City of Santa Paula, the proposed project, both with and without the Beckwith Road extension, would cause or contribute to significant impacts at five intersections. Of the five intersections projected to operate at LOS D or worse under cumulative plus project conditions (Year 2031), four are projected to operate at LOS D or worse prior to the addition of project traffic. The significant impact at the other intersection is a result of LOS deteriorating to D or worse from traffic generated by the proposed project.
- Mitigation measures were developed to mitigate (to LOS D or better) the cumulative and project traffic impacts that were identified at the significantly impacted study intersections under both existing plus project and cumulative plus project scenarios. A partial mitigation measure was developed for one intersection and one intersection had no feasible mitigation.

TABLE ES-1
INTERSECTION LEVEL OF SERVICE ANALYSIS COMPILATION

Intersections	Peak Hour	Existing Year 2014		Existing plus Project Year 2014		Existing (2014) plus Project with Mitigation		Cumulative Base Year 2031		Cumulative plus Project Year 2031		Cumulative plus Project with Mitigation Year 2031	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1. 10th Street	AM	0.752	C	0.797	C	0.797	C	0.992	E	1.037	F	1.037	F
& Harvard Boulevard	PM	0.764	C	0.815	D	0.815	D	1.033	F	1.082	F	1.082	F
2. 8th Street	AM	0.316	A	0.323	A			0.423	A	0.425	A		
& Main Street	PM	0.389	A	0.405	A			0.496	A	0.512	A		
3. 8th Street	AM	0.261	A	0.280	A			0.387	A	0.406	A		
& Harvard Boulevard	PM	0.351	A	0.355	A			0.492	A	0.495	A		
4. Palm Avenue	AM	0.457	A	0.478	A			0.607	B	0.629	B		
& Main Street	PM	0.430	A	0.448	A			0.569	A	0.588	A		
5. Palm Avenue	AM	0.539	A	0.568	A			0.757	C	0.766	C		
& Harvard Boulevard	PM	0.542	A	0.553	A			0.757	C	0.767	C		
6. Steckel Drive	AM	10.6	B	11.1	B			14.1	B	15.2	C		
& Main Street [a]	PM	11.2	B	11.9	B			16.7	C	18.6	C		
7. Steckel Drive	AM	0.341	A	0.386	A			0.444	A	0.489	A		
& Harvard Boulevard	PM	0.354	A	0.381	A			0.488	A	0.500	A		
8. Peck Road	AM	0.669	B	0.834	D	0.669	B	0.908	E	1.079	F	0.842	D
& Harvard Boulevard/Telegraph Road/Main St	PM	0.483	A	0.552	A	0.510	A	0.741	C	0.810	D	0.650	B
9. Peck Road	AM	0.338	A	0.419	A			0.439	A	0.519	A		
& Faulkner Road	PM	0.453	A	0.464	A			0.627	B	0.637	B		
10. Peck Road	AM	9.6	A	11.7	B	0.411	A	12.2	B	16.6	C	0.460	A
& SR-126 EB On/Off-Ramps/ Acacia Way [a]	PM	26.1	D	40.7	E	0.665	B	97.6	F	127.3	F	0.646	B
11. Faulkner Road	AM	19.0	C	22.0	C			56.3	F	66.9	F	15.1	C
& SR-126 WB On/Off-Ramps [a]	PM	10.0	B	11.6	B			14.1	B	17.4	C	12.8	B
12. Beckwith Road	AM	11.6	B	18.7	C	0.300	A	12.3	B	21.0	C	0.325	A
& Telegraph Road [a]	PM	14.8	B	30.2	D	0.496	A	16.9	C	40.1	E	0.533	A
13. Briggs Road	AM	0.280	A	0.310	A			0.487	A	0.507	A		
& Telegraph Road	PM	0.369	A	0.398	A			0.565	A	0.594	A		
14. Briggs Road	AM	9.9	A	10.1	B			13.3	B	13.7	B		
& Faulkner Road [a]	PM	10.1	B	10.4	B			14.3	B	14.8	B		
15. Briggs Road	AM	10.0	A	10.3	B			19.5	C	21.0	C		
& SR-126 WB On/Off-Ramps [a]	PM	10.0	A	10.3	B			15.5	C	16.7	C		
16. Briggs Road	AM	9.6	A	9.9	A			11.7	B	12.2	B		
& SR-126 EB On/Off-Ramps [a]	PM	10.2	B	10.2	B			13.7	B	13.8	B		

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

TABLE ES-2
INTERSECTION LEVEL OF SERVICE ANALYSIS COMPILATION - WITHOUT BECKWITH EXTENSION

Intersections	Peak Hour	Existing Year 2014		Existing plus Project Year 2014		Existing (2014) plus Project with Mitigation		Cumulative Base Year 2031		Cumulative plus Project Year 2031		Cumulative plus Project with Mitigation Year 2031	
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS
1. 10th Street	AM	0.752	C	0.788	C	0.788	C	0.992	E	1.028	F	1.028	F
& Harvard Boulevard	PM	0.764	C	0.800	C	0.800	C	1.033	F	1.068	F	1.068	F
2. 8th Street	AM	0.316	A	0.328	A			0.423	A	0.425	A		
& Main Street	PM	0.389	A	0.411	A			0.496	A	0.518	A		
3. 8th Street	AM	0.261	A	0.281	A			0.387	A	0.407	A		
& Harvard Boulevard	PM	0.351	A	0.355	A			0.492	A	0.495	A		
4. Palm Avenue	AM	0.457	A	0.480	A			0.607	B	0.630	B		
& Main Street	PM	0.430	A	0.455	A			0.569	A	0.594	A		
5. Palm Avenue	AM	0.539	A	0.570	A			0.757	C	0.767	C		
& Harvard Boulevard	PM	0.542	A	0.553	A			0.757	C	0.768	C		
6. Steckel Drive	AM	10.6	B	11.1	B			14.1	B	15.2	C		
& Main Street [a]	PM	11.2	B	12.0	B			16.7	C	18.9	C		
7. Steckel Drive	AM	0.341	A	0.386	A			0.444	A	0.489	A		
& Harvard Boulevard	PM	0.354	A	0.384	A			0.488	A	0.500	A		
8. Peck Road	AM	0.669	B	0.885	D	0.647	B	0.908	E	1.131	F	0.891	D
& Harvard Boulevard/Telegraph Road/Main St	PM	0.483	A	0.599	A	0.590	A	0.741	C	0.857	D	0.687	B
9. Peck Road	AM	0.338	A	0.441	A			0.439	A	0.541	A		
& Faulkner Road	PM	0.453	A	0.522	A			0.627	B	0.696	B		
10. Peck Road	AM	9.6	A	11.8	B	0.415	A	12.2	B	17.0	C	0.464	A
& SR-126 EB On/Off-Ramps/ Acacia Way [a]	PM	26.1	D	40.3	E	0.659	B	97.6	F	126.6	F	0.647	B
11. Faulkner Road	AM	19.0	C	21.7	C			56.3	F	66.8	F	15.1	B
& SR-126 WB On/Off-Ramps [a]	PM	10.0	B	12.4	B			14.1	B	21.1	C	13.1	B
12. Beckwith Road	AM	11.6	B	18.8	C	0.328	A	12.3	B	21.1	C	0.349	A
& Telegraph Road [a]	PM	14.8	B	30.0	D	0.495	A	16.9	C	39.3	E	0.531	A
13. Briggs Road	AM	0.280	A	0.306	A			0.487	A	0.500	A		
& Telegraph Road	PM	0.369	A	0.401	A			0.565	A	0.597	A		
14. Briggs Road	AM	9.9	A	10.1	B			13.3	B	13.8	B		
& Faulkner Road [a]	PM	10.1	B	10.4	B			14.3	B	14.9	B		
15. Briggs Road	AM	10.0	A	10.3	B			19.5	C	21.2	C		
& SR-126 WB On/Off-Ramps [a]	PM	10.0	A	10.3	B			15.5	C	16.9	C		
16. Briggs Road	AM	9.6	A	9.9	A			11.7	B	12.2	B		
& SR-126 EB On/Off-Ramps [a]	PM	10.2	B	10.2	B			13.7	B	13.8	B		

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

CHAPTER 1. INTRODUCTION

This report documents the results of a traffic study conducted by Fehr & Peers to evaluate the potential impacts of the development under the Santa Paula West Business Park Specific Plan (Project) in the City of Santa Paula, California. The study provides analysis of future traffic conditions and potential traffic impacts on the roadway system associated with the project at completion in 2031. This document includes a description of the assumptions and methods used to conduct the study as well as a discussion of the results.

1.1 PROJECT DESCRIPTION

The Santa Paula West Business Park Specific Plan project site is located within the Sphere of Influence of the City of Santa Paula, with frontage along State Route 126 (SR-126), Beckwith Road, and Telegraph Road, and is crossed by the railroad right-of-way. Figure 1 presents the conceptual site plan, roadway network and external connections for the project. The southern boundary of the project area is SR-126, the northern boundary is Telegraph Road, the western boundary is agricultural land, and the eastern boundary is existing industrial and commercial development.

As proposed in the Santa Paula West Business Park Specific Plan at build-out in 2031, the development in the project area will include a total of 683,174 square feet (s.f.) of general light industrial space and 18,405 s.f. of retail space. The proposed project may also extend Beckwith Road from its current terminus north of the railroad tracks to Faulkner Road, creating a new at-grade crossing which would require regulatory approval. Two project options, or scenarios, are analyzed in this study: with and without the Beckwith Road extension.

1.2 STUDY SCOPE

The study analyzed potential project-related traffic impacts on the local and regional street system surrounding the project site. The following traffic scenarios were analyzed for the weekday AM peak hour (between 7:00 and 9:00 AM) and the weekday PM peak hour (between 4:00 and 6:00 PM).

- Existing Conditions (2014) – The analysis of existing traffic conditions provides a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions.

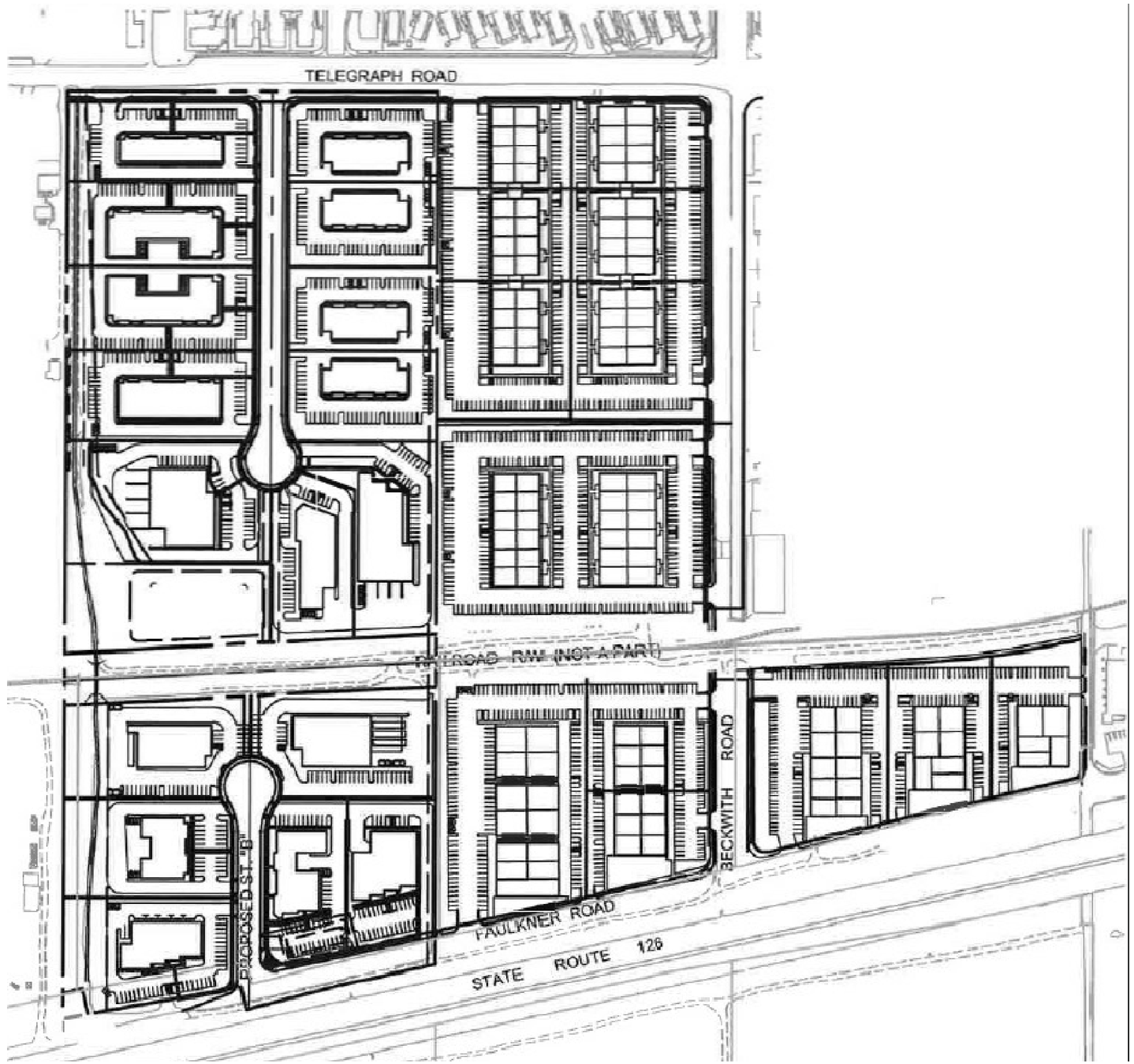
- Existing plus Project Conditions (2014) – This is an analysis of the existing traffic conditions where traffic expected from the proposed project is added to existing traffic volumes. The objective of this phase of analysis is to identify impacts of the project with the extension of Beckwith Road to Faulkner Road.

- Existing plus Project Conditions without Beckwith Road Extension (2014) – This is an analysis of the existing traffic conditions where traffic expected from the proposed project is added to existing traffic volumes. The objective of this phase of analysis is to identify impacts of the project without the extension of Beckwith Road to Faulkner Road.

- Cumulative Base Conditions (Year 2031) – Future traffic conditions are projected without the proposed project. The objective of this phase of analysis is to project future traffic growth and operating conditions that could be expected to result from regional ambient growth and cumulative projects.

- Cumulative plus Project Conditions (Year 2031) – This is an analysis of future traffic conditions with traffic expected from the proposed project added to cumulative base traffic forecasts. The objective of this phase of the analysis is to identify potential impacts of the project with the extension of Beckwith Road to Faulkner Road.

- Cumulative plus Project Conditions without Beckwith Road Extension (Year 2031) – This is an analysis of future traffic conditions with traffic expected from the proposed project added to cumulative base traffic forecasts. The objective of this phase of analysis is to identify potential impacts of the project without the extension of Beckwith Road to Faulkner Road.



NOT TO SCALE

Source: Santa Paula West Business Park Specific Plan

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FIGURE 1
CONCEPTUAL SITE PLAN

The area of study encompasses most of Santa Paula, spanning from Briggs Avenue in the west to 10th Street in the east. The study includes 16 study intersections that were analyzed for each of the traffic scenarios described above. The selection of these intersections was based on input received from the City, as well as a review of previous studies. The study area is consistent with previous studies conducted for projects in the City. These study intersections are shown in Figure 2 and are listed below:

1. 10th Street & Harvard Boulevard
2. 8th Street & Main Street
3. 8th Street & Harvard Boulevard
4. Palm Avenue & Main Street
5. Palm Avenue & Harvard Boulevard
6. Steckel Drive & Main Street
7. Steckel Drive & Harvard Boulevard
8. Peck Road & Harvard Boulevard/Telegraph Road
9. Peck Road & Faulkner Road
10. Peck Road & SR-126 Eastbound On-/Off-Ramps
11. Faulkner Road & SR-126 Westbound On-/Off-Ramps
12. Beckwith Road & Telegraph Road
13. Briggs Road & Telegraph Road
14. Briggs Road & Faulkner Road
15. Briggs Road & SR-126 Westbound On-/Off-Ramps
16. Briggs Road & SR-126 Eastbound On-/Off-Ramps

Of the 16 study intersections, nine operate under signal control; the remaining seven operate under stop control. Diagrams of the lane configurations and signal control at the study intersections are provided in Appendix A.

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FIGURE 2
PROJECT SITE AND PROPOSED STUDY INTERSECTIONS

1.3 ORGANIZATION OF REPORT

This report is divided into an Executive Summary and five chapters, including this introductory chapter. Chapter 2 describes the existing conditions, including the circulation system, traffic volumes, and traffic conditions in the study area. The methodologies used to forecast future traffic volumes are described in Chapter 3. Chapter 4 presents an assessment of potential traffic impacts and improvements for the existing plus project and cumulative plus project scenarios, i.e., conditions with the addition of project traffic. Chapter 5 presents an assessment of potential intersection traffic impacts of the proposed project without the Beckwith Road extension to Faulkner Road relative to both existing and future conditions. The report also presents discussion of the project's fair share contribution to the identified mitigation measures. Appendices to this report include details of the technical analysis.

CHAPTER 2. EXISTING (2014) CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections.

2.1 EXISTING STREET SYSTEM

Primary regional access is provided by SR-126, which runs east-west. Secondary regional access is provided by Ojai Road (SR-150)/10th Street and 12th Street/South Mountain Road in the north and south directions, respectively. Immediately to the north of the project site is Telegraph Road, and immediately south of the project site is SR-126. Faulkner Road also fronts the project site just north of SR-126. The closest adjacent north-south streets providing access to the project site are Briggs to the west and Peck to the east. Beckwith Road provides direct access onto the project site onto Telegraph Road and Faulkner Road. The following provides a brief description of the streets adjacent to the project site and those providing regional access to the site:

- Harvard Boulevard – Harvard Boulevard, classified as an Arterial, is an east-west street extending from Peck Road to the east where it joins with Telegraph. Harvard Boulevard lies east of the project site and is a four-lane road divided by a two-way left-turn lane. On-street parking is generally allowed on both sides of the street and the speed limit is 35 miles per hour (mph).

- Telegraph Road/Main Street – Telegraph Road, classified as an Arterial, is an east-west street extending westward from Peck Road. Telegraph Road lies north of the project site and is a two-lane road divided by a single dashed yellow line. On-street parking is available on both sides of the street and the speed limit ranges from 35 to 50 mph. East of Harvard Boulevard, the roadway is named Main Street. Main Street continues as a two-lane road divided with either a single dashed yellow line or a double yellow line. On-street parking is generally allowed on both sides of the street, and the speed limit ranges from 25 mph to 35 mph.

- Faulkner Road – Faulkner Road, classified as an Arterial, is an east-west street extending from Peck Road to its current terminus west of the SR-126 Westbound Ramps. Faulkner Road lies south of the project site and is a four-lane road divided by a double yellow line or a two-lane road divided by a double yellow line. On-street parking is not allowed on Faulkner Road, and the speed limit is 25 mph.

- SR-126 (Santa Paula Freeway) – SR-126 is an east-west freeway providing access to Fillmore and Santa Clarita to the east and to Ventura and Oxnard to the west. SR-126 is a four-lane divided freeway west of Hallock Drive with a speed limit of 65 mph. East of Hallock Drive, it is a four-lane highway divided by a two-way left-turn lane with a speed limit of 60 mph.

- Briggs Road – Briggs Road, classified as a Local Street, is a north-south street extending from SR-126 in the south to Foothill Road in the north. Briggs Road lies west of the project site and is a two-lane road divided by a double yellow line. On-street parking is not allowed along Briggs Road, and the speed limit is 25 mph.

- Peck Road – Peck Road, classified as an Arterial, is a north-south street extending from SR-126 in the south to Foothill Road in the north. Peck Road lies east of the project site and is a two-lane road divided by a double yellow line. On-street parking is generally not allowed along Peck Road, and the speed limit is 30 mph.

- Steckel Drive – Steckel Drive, classified as a Collector, is a north-south street extending from SR-126 in the south to Foothill Road in the north. Steckel Drive lies east of the project site and is a two-lane road divided by a double yellow line. On-street parking is generally not allowed along Steckel Drive, and the speed limit is 30 mph.

- Palm Avenue – Palm Avenue, classified as an Arterial, is a north-south street extending from SR-126 in the south to its terminus north of Santa Paula Street. Palm Avenue lies east of the project site and is a two-lane road divided by a double yellow line. On-street parking is generally allowed on both sides of Palm Avenue, and the speed limit is 30 mph.

- 8th Street – 8th Street, classified as a Collector, is a north-south street extending from Santa Maria Street in the south to its terminus north of Santa Paula Street. 8th Street lies east of the project site and is a two-lane road divided by a double yellow line. On-street parking is generally allowed on both sides of 8th Street, and the speed limit is 30 mph.

- 10th Street/Ojai Road (SR-150) – 10th Street (SR-150), classified as a Collector, is a north-south street extending from Santa Maria Street in the south to its terminus north of Vista Point Place. 10th Street lies east of the project site and is a two-lane road divided by a double yellow line or a two-way left-turn lane. On-street parking is generally allowed on both sides of 10th Street, and the speed limit is 30 mph. At the intersection of 10th Street/Ojai Road & Santa Paula Street, SR-150 deviates from 10th Street along Ojai Road. Ojai Road (SR-150) is a north-south highway extending from Santa Paula Street to Meiners Oaks in the north. 10th Street lies east of the project site and is a two-lane street divided by a double yellow line. On-street parking is generally allowed, and the posted speed limit ranges from 30 to 40 mph.

- 12th Street/South Mountain Road – 12th Street, classified as a Collector, is a north-south street extending from Richmond Road in the north to its terminus at Santa Maria Street where it becomes South Mountain Drive. 12th Street lies east of the project site and is a two-lane road divided by a double yellow line. On-street parking is generally allowed on both sides of 12th Street, and the speed limit is 25 mph. South Mountain Drive, classified as an Arterial, is generally an east-west rural road extending from Santa Maria Street in the west towards Fillmore in the east. South Mountain Drive is east of the project site and is a two-lane road divided by a double yellow line. On-street parking is not allowed on South Mountain Drive, and the speed limit is 25 mph.

2.2 EXISTING TRANSIT SERVICE

The Ventura Intercity Service Transit Authority (VISTA) currently provides transit service in the City of Santa Paula. The following is a description of the existing transit service in the City:

- Dial-a-Ride – A demand responsive service with citywide coverage.

- Santa Paula Valley Express – The Valley Express is operates four fixed routes that provide service to the city and schools. The Tripper bus routes and operate twice daily on school days. Route A and B operate throughout the day with headways of 30-40 minutes during the weekday.
- VISTA Highway 126 – This is a commuter-oriented line that provides service between Fillmore and Ventura. During the AM peak, the line primarily travels west into Ventura; during the PM, the line travels to points east of Ventura. The line operates Monday through Friday on approximately 60-minute headways during the peak periods and has limited service on the weekends.

2.3 EXISTING BICYCLE AND PEDESTRIAN FACILITIES

Designated bicycle facilities in the City of Santa Paula are located on Santa Paula Street and along the railroad tracks between Peck Road and 9th Street. There are no existing bicycle facilities on the project site.

2.3.1 Pedestrian Facilities

The project area lacks a complete network of pedestrian facilities around the project site such as sidewalks, crosswalks, and pedestrian safety features. The north side of Telegraph Road and the east side of Beckwith Road provide sidewalks. The proposed project will enhance the pedestrian environment in the development area and along the access routes to the site.

2.4 EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections present the existing peak hour traffic volumes at each analyzed location, a description of the methodology used to analyze the intersection traffic conditions, and the resulting level of service at each location under existing conditions.

2.4.1 Existing Traffic Volumes

New weekday peak period traffic counts (from 7:00 to 9:00 AM and from 4:00 to 6:00 PM) were collected in late August 2014 for five of the 16 analyzed intersections in this study. For the remaining 11 intersections, traffic counts used in *Transportation Analysis Report for the East Area 1 Specific Plan* (Fehr & Peers, May 2014) which were collected in March 2014 were used.

All traffic counts were collected outside of weeks with major holidays and are provided in Appendix B. The peak hour volumes are shown in Figure 3 and were used to determine the existing (2014) weekday AM and PM peak hour intersection levels of service.

2.4.2 Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow ranging from excellent conditions at LOS A to overloaded conditions at LOS F. Tables 1 and 2 provide level of service definitions for signalized and unsignalized intersections, respectively. Table 3 provides the level of service definitions for freeways.

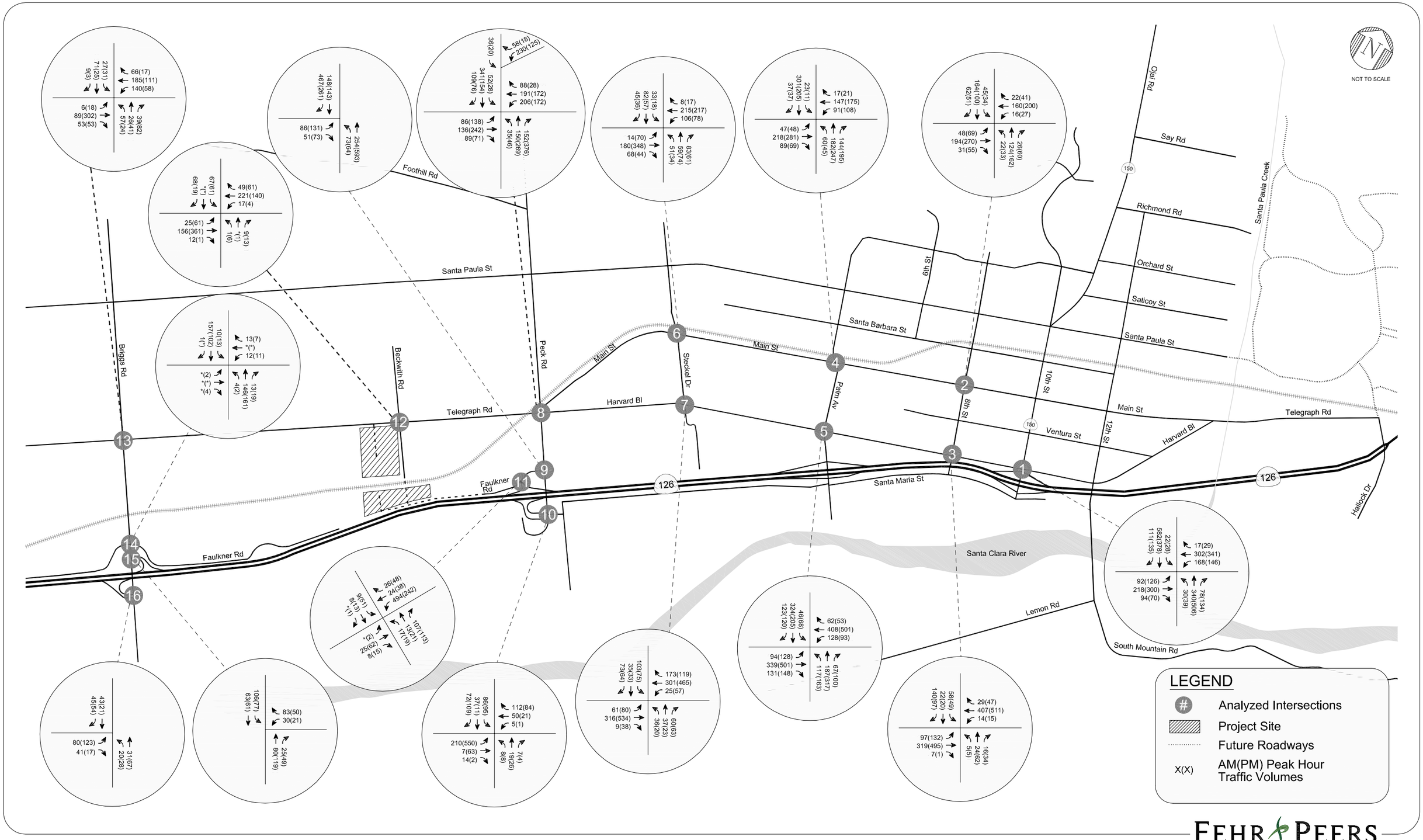

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FIGURE 3
EXISTING PEAK HOUR TRAFFIC VOLUMES

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat what restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS

Level of Service	Average Vehicle Delay (seconds)
A	0 to 10
B	>10 to 15
C	>15 to 25
D	>25 to 35
E	>35 to 50
F	> 50

Source: *Highway Capacity Manual,* Transportation Research Board, 2000.

TABLE 3
LEVEL OF SERVICE DEFINITIONS FOR
FREEWAY MAINLINE AND
MULTILANE HIGHWAY SEGMENT ANALYSES

LOS Criteria for Freeway Segments

Level of Service	Density Range (pc/mi/ln)*
A	0-11
B	>11-18
C	>18-26
D	>26-35
E	>35-45
F	>45

Note:
* pc/mi/ln denotes passenger cars per mile per lane
Source: *Highway Capacity Manual*, Exhibit 23-3, Transportation Research Board, 2000.

Consistent with the City's practices, the Intersection Capacity Utilization (ICU) method of intersection analysis was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding level of service for the turning movements and intersection characteristics at the signalized intersections. Based on the calculation methodology described in *2009 Ventura County Congestion Management Program* (VCCMP) (Ventura County Transportation Commission, 2009), the lane capacity at signalized intersections is assumed to be 1,600 vehicles per lane per hour. Nine of the analyzed intersections are currently controlled by traffic signals.

Highway Capacity Manual (HCM) methodologies were used for analysis of the stop-controlled intersections, where controlled vehicular delay in seconds is reported rather than the V/C ratio. Seven of the analyzed intersections are currently stop-controlled.

The freeway methodology as described in the HCM was used to determine the vehicular density on each analyzed segment (passenger cars per mile per lane) by direction and the corresponding level of service.

The Circulation Element of the City of Santa Paula General Plan defines LOS C as the minimum desirable level of service for intersection operations. The VCCMP indicates that LOS E is the minimum desirable level of service across the CMP roadway network.

2.4.3 Existing Intersection Level of Service

Table 4 summarizes the existing weekday AM and PM peak hour LOS at the 16 analyzed intersections. The detailed LOS calculation worksheets are presented in Appendix C. Of the nine signalized intersections, all currently operate at LOS C or better during both the AM and PM peak hours. Of the seven stop-controlled intersections, all but one currently operate at LOS C or better during both the AM and PM peak hours. The exception is Peck Road and SR-126 Eastbound On-/Off-Ramps (Intersection 10), which operates at LOS D in the PM peak hour.

2.4.4 Existing Freeway Analysis

Table 5 summarizes the results of the freeway and multilane highway analysis. As shown in Table 5, all of the freeway segments currently operate at LOS C or better in both directions during both peak hours.

TABLE 4
INTERSECTION LEVEL OF SERVICE ANALYSIS
EXISTING CONDITIONS (2014)

Intersections	Peak Hour	Existing	
		V/C or Delay	LOS
1. 10th Street & Harvard Boulevard [b]	AM PM	0.752 0.764	C C
2. 8th Street & Main Street [b]	AM PM	0.316 0.389	A A
3. 8th Street & Harvard Boulevard [b]	AM PM	0.261 0.351	A A
4. Palm Avenue & Main Street [b]	AM PM	0.457 0.430	A A
5. Palm Avenue & Harvard Boulevard [b]	AM PM	0.539 0.542	A A
6. Steckel Drive & Main Street [a] [b]	AM PM	10.6 11.2	B B
7. Steckel Drive & Harvard Boulevard [b]	AM PM	0.341 0.354	A A
8. Peck Road & Harvard Boulevard/Telegraph Road/Main St [c]	AM PM	0.669 0.483	B A
9. Peck Road & Faulkner Road [b]	AM PM	0.338 0.453	A A
10. Peck Road & SR-126 EB On-/Off-Ramps/ Acacia Way [a] [b]	AM PM	9.6 26.1	A D
11. Faulkner Road & SR-126 WB On-/Off-Ramps [a] [b]	AM PM	19.0 10.0	C B
12. Beckwith Road & Telegraph Road [a] [c]	AM PM	11.6 14.8	B B
13. Briggs Road & Telegraph Road [c]	AM PM	0.280 0.369	A A
14. Briggs Road & Faulkner Road [a] [c]	AM PM	9.9 10.1	A B
15. Briggs Road & SR-126 WB On-/Off-Ramps [a] [c]	AM PM	10.0 10.0	A A
16. Briggs Road & SR-126 EB On-/Off-Ramps [a] [c]	AM PM	9.6 10.2	A B

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.
[b] Count conducted March 2014
[c] Count conducted August 2014

TABLE 5
FREEWAY SEGMENT LEVEL OF SERVICE ANALYSIS
EXISTING CONDITIONS (2014)

Roadway Segment	Peak Hour	Eastbound			Westbound		
		Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS
1. SR-126 - Hallock Dr to 10th St (SR-150) [a]	AM	932	7.5	A	1,509	12.2	B
	PM	1,729	14.0	B	1,729	14.0	B
2. SR-126 - 10th St (SR-150) to Palm Av [a]	AM	1,136	9.2	A	2,102	17.0	B
	PM	1,729	14.0	B	1,729	14.0	B
3. SR-126 - Palm Av to Peck Rd [a]	AM	1,253	10.1	A	2,429	19.6	C
	PM	1,729	14.0	B	1,729	14.0	B
4. SR-126 Peck Rd to Briggs Rd [a]	AM	1,354	10.9	A	2,802	22.8	C
	PM	1,729	14.0	B	1,729	14.0	B
5. SR-126 Briggs Rd to Wells Rd [a]	AM	1,410	11.4	B	2,820	22.9	C
	PM	1,729	14.0	B	1,729	14.0	B

Notes:
* pc/mi/ln denotes passenger cars per mile per lane
[a] Analyzed using Freeway methodology from *Highway Capacity Manual*.

CHAPTER 3. FUTURE (2031) TRAFFIC PROJECTIONS

3.1 PROJECT TRAFFIC VOLUMES

Development of the traffic generation estimates for the proposed project involved a three-step process including traffic generation, trip distribution, and traffic assignment.

3.1.1 Project Traffic Generation

Trip generation rates and equations from *Trip Generation, 9th Edition* (Institute of Transportation Engineers [ITE], 2012) were used to develop trip generation estimates for the proposed project. The trip generation estimates for each proposed land use are summarized in Table 6.

Pass-by credits were not taken for the project's commercial components. Pass-by credits account for trips that would have been passing by the project site regardless of the project, primarily along SR-126 or Telegraph Road, and would therefore not contribute to external project traffic impacts. These credits were not applied in this analysis to ensure traffic generation was not underestimated, resulting in inadequate future roadway capacities.

Transit trip reduction credits were also not applied to any of the proposed uses on the project site because of the limited public transit options available in the area.

As summarized in Table 6, the proposed project is estimated to generate approximately 5,546 daily trips on weekdays, with approximately 646 trips during the weekday AM peak hour and 732 trips during the weekday PM peak hour. These trips formed the basis of the traffic impact analysis.

3.1.2 Project Traffic Distribution

The geographic distribution of traffic generated by the proposed project depends on several factors, including the nature of the proposed land uses, the location of site access points in relation to the surrounding street system, the geographic distribution of existing and future population centers, existing travel patterns, and topographic constraints.

The estimated distribution of trips generated by the proposed project was based on the location of the project site in the City and Santa Paula region, and was informed by the studies of previous projects in the area. Following consultation with City staff, the trip distribution pattern illustrated in Figure 4 and described below was used in this analysis:

- 60% local trips within town
- 3% to/from the north
- 2% to/from the south
- 10% to/from the east
- 25% to/from the west

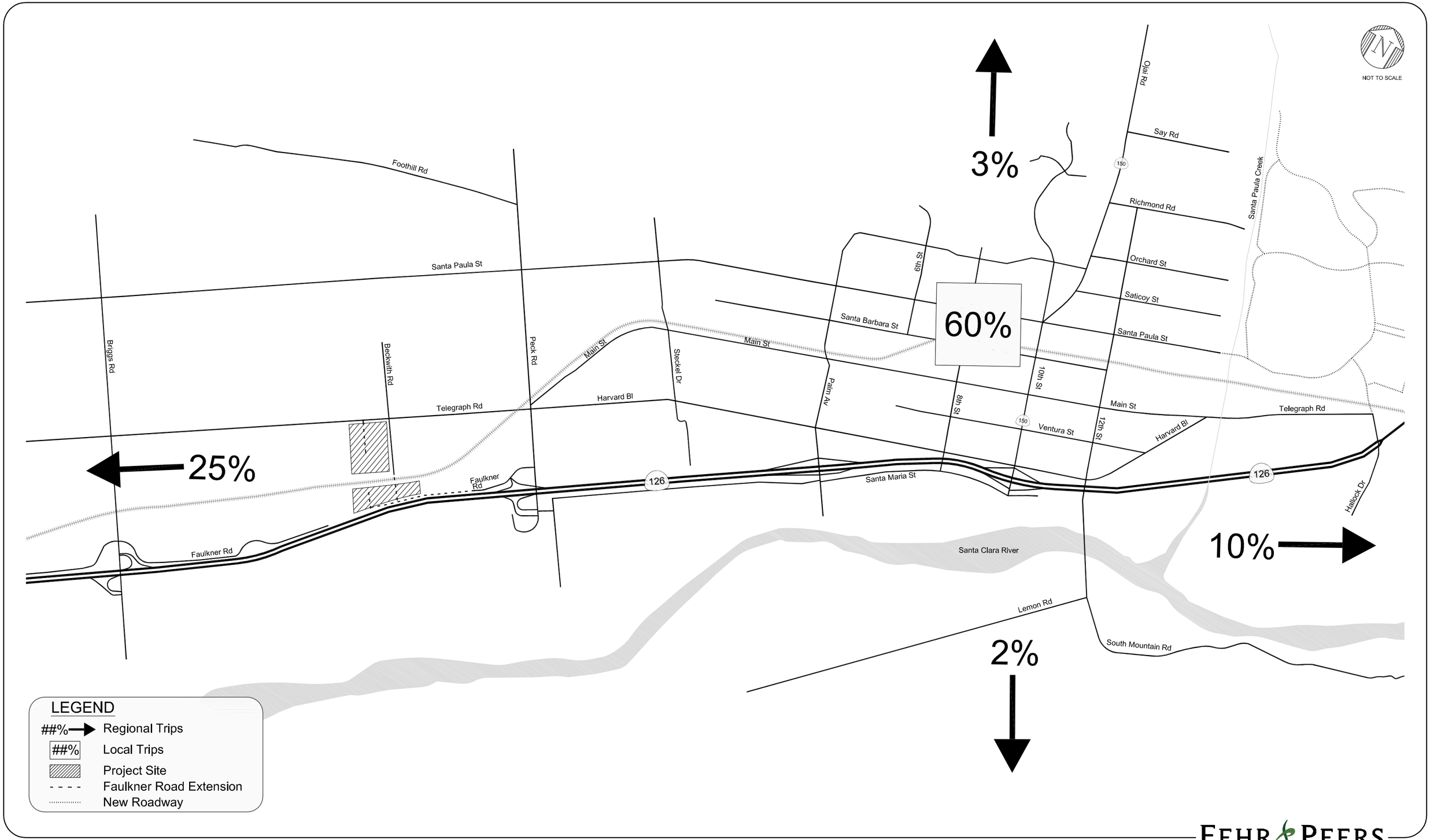

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FIGURE 4
PROJECT TRIP DISTRIBUTION

TABLE 6
TRIP GENERATION RATES AND ESTIMATES - SANTA PAULA WEST BUSINESS PARK

TRIP GENERATION RATES [a]									
Land Use	ITE#	Rate	Daily	A.M. Peak			P.M. Peak		
				In %	Out %	Total	In %	Out %	Total
General Light Industrial	110	per 1,000 square feet	6.97	88%	12%	0.92	12%	88%	0.97
Shopping Center	820	per 1,000 square feet	42.70	62%	38%	0.96	48%	52%	3.71

TRIP GENERATION ESTIMATES									
Location	ITE#	Size	Daily	A.M. Peak			P.M. Peak		
				In	Out	Total	In	Out	Total
Northeast of Railroad Tracks									
General Light Industrial	110	187,373 sf	1,306	151	21	172	22	160	182
Shopping Center	820	2,836 sf	121	2	1	3	1	10	11
Total Property Trips North of Railroad Tracks			1,427	153	22	175	23	170	193
Northwest of Railroad Tracks									
General Light Industrial	110	219,695 sf	1,531	178	24	202	26	187	213
Shopping Center	820	5,347 sf	228	3	2	5	3	17	20
Total Property Trips North of Railroad Tracks			1,759	181	26	207	29	204	233
South of Railroad Tracks									
General Light Industrial	110	276,105 sf	1,924	224	30	254	32	236	268
Shopping Center	820	10,222 sf	436	6	4	10	18	20	38
Total Property Trips South of Railroad Tracks			2,360	230	34	264	50	256	306
Total Project Trips			**5,546**	**564**	**82**	**646**	**102**	**630**	**732**

[a] Source: *Trip Generation, 9th Edition* (ITE, 2012).

3.1.3 Project Traffic Assignment

The trip generation estimates presented in Table 6 and the distribution pattern illustrated in Figure 4 were used to assign the project-generated traffic to the local and regional roadway system. Figure 5 illustrates the estimated project-generated peak hour traffic volumes at each of the analyzed intersections during typical weekday AM and PM peak hours.

3.2 EXISTING PLUS PROJECT TRAFFIC PROJECTIONS

The proposed project traffic volumes were then added to the existing traffic volumes to develop the existing plus project traffic forecasts. Figure 6 illustrates the resulting projected existing plus project peak hour traffic volumes for a typical weekday AM and PM peak hour.

3.3 CUMULATIVE BASE (YEAR 2031) TRAFFIC PROJECTIONS

The cumulative base traffic projections normally reflect changes to existing traffic conditions that can be expected from two sources. The first source is the ambient growth in traffic, which reflects increases in traffic due to regional growth and development. The second source is traffic generated by specific development located within, or in the vicinity of, the study area. These projected traffic volumes represent cumulative base conditions.

3.3.1 Related Projects Traffic Generation and Assignment

Information on cumulative projects was obtained from the City of Santa Paula Planning Department. These developments are assumed to be in place by year 2031 and are included in the forecasts. For reference, the locations of the cumulative projects are illustrated in Figure 7 and trip generation estimates were prepared for the cumulative projects in the City using standard trip generation rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers [ITE], 2012). The list of cumulative projects and trip generation estimates are shown in Table 7. The cumulative projects are estimated to add approximately 4,509 AM peak hour trips and 5,235 PM peak hour trips.

3.3.2 Background or Ambient Growth

To develop the ambient growth rate for Santa Paula for 2031, the 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) Travel Demand Model was used. The SCAG model is maintained SCAG and is reviewed by local agencies throughout the SCAG region. Land use projections for the City in that model were compared with projections in the countywide model maintained by the Ventura County Transportation Commission and found to be more conservative. A review of forecast traffic volume growth on roadways within the City indicated an ambient growth rate of approximately 0.5%/year, or 8.5% over the 17-year planning horizon for this study. This growth was applied to the existing baseline traffic volumes to reflect the effects of regional growth through 2031. The projected traffic volumes representing the cumulative base conditions (Year 2031) without the project are shown in Figure 8.

FIGURE 5
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

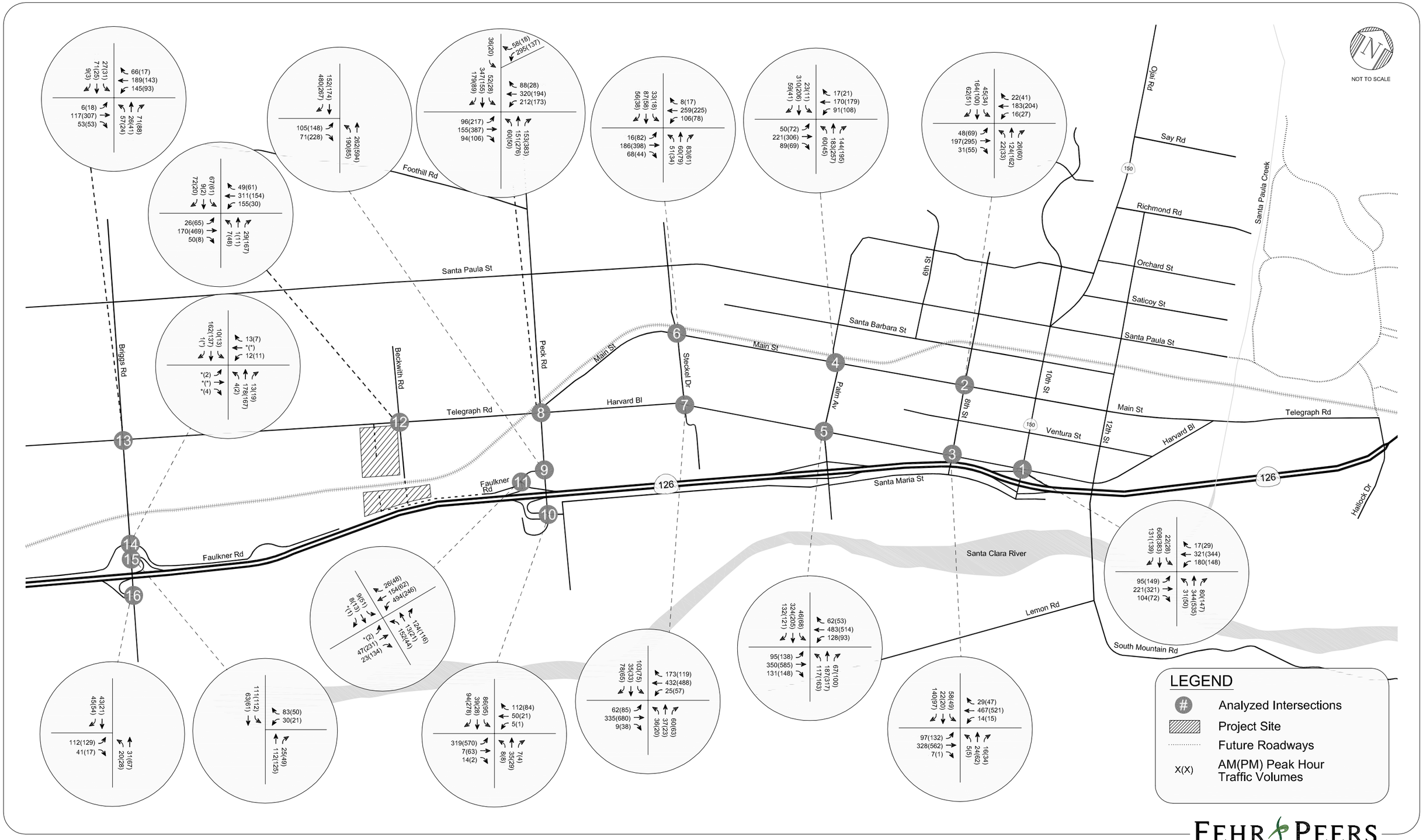

FIGURE 6
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

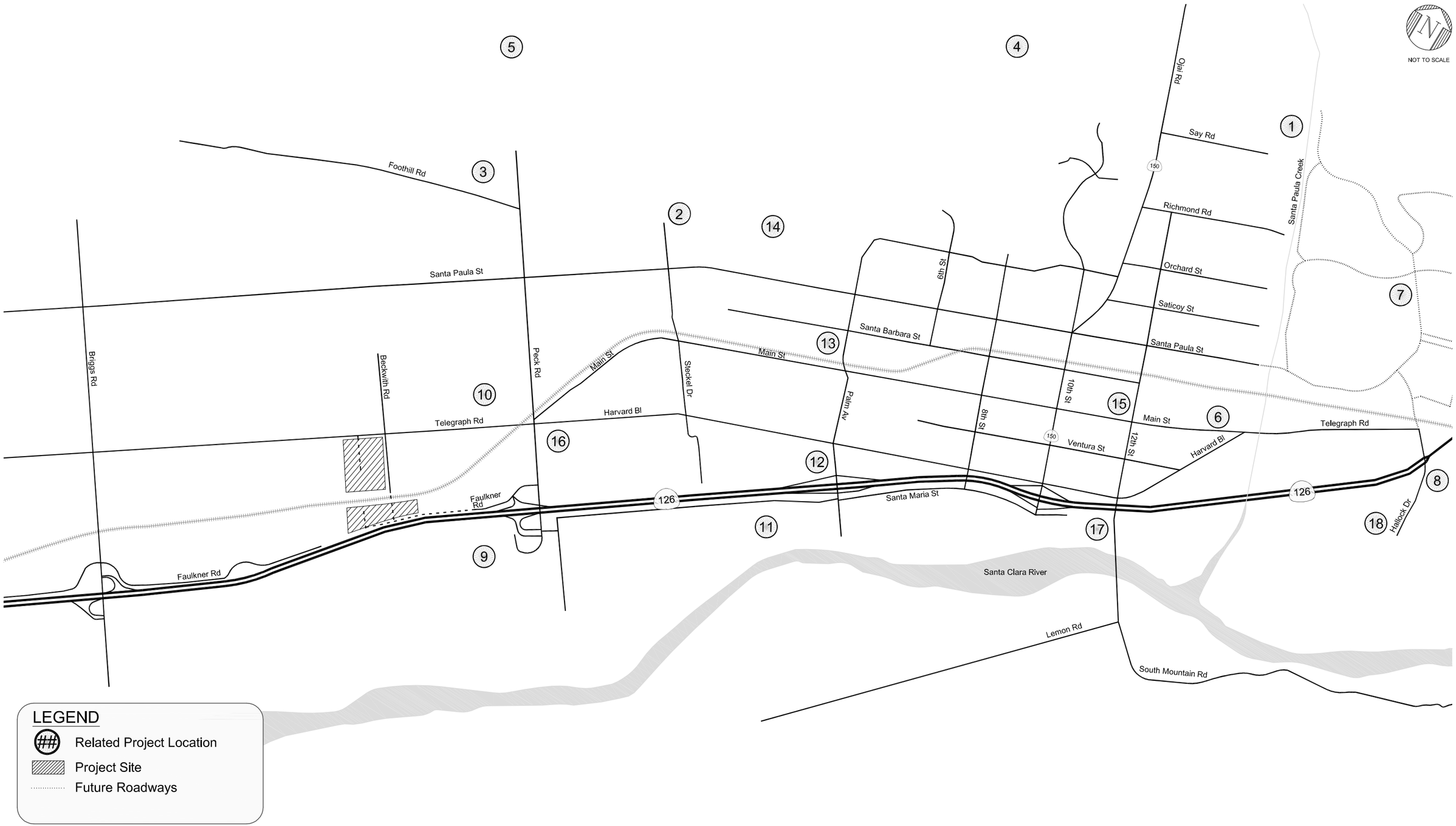

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FIGURE 7
LOCATION OF RELATED PROJECTS

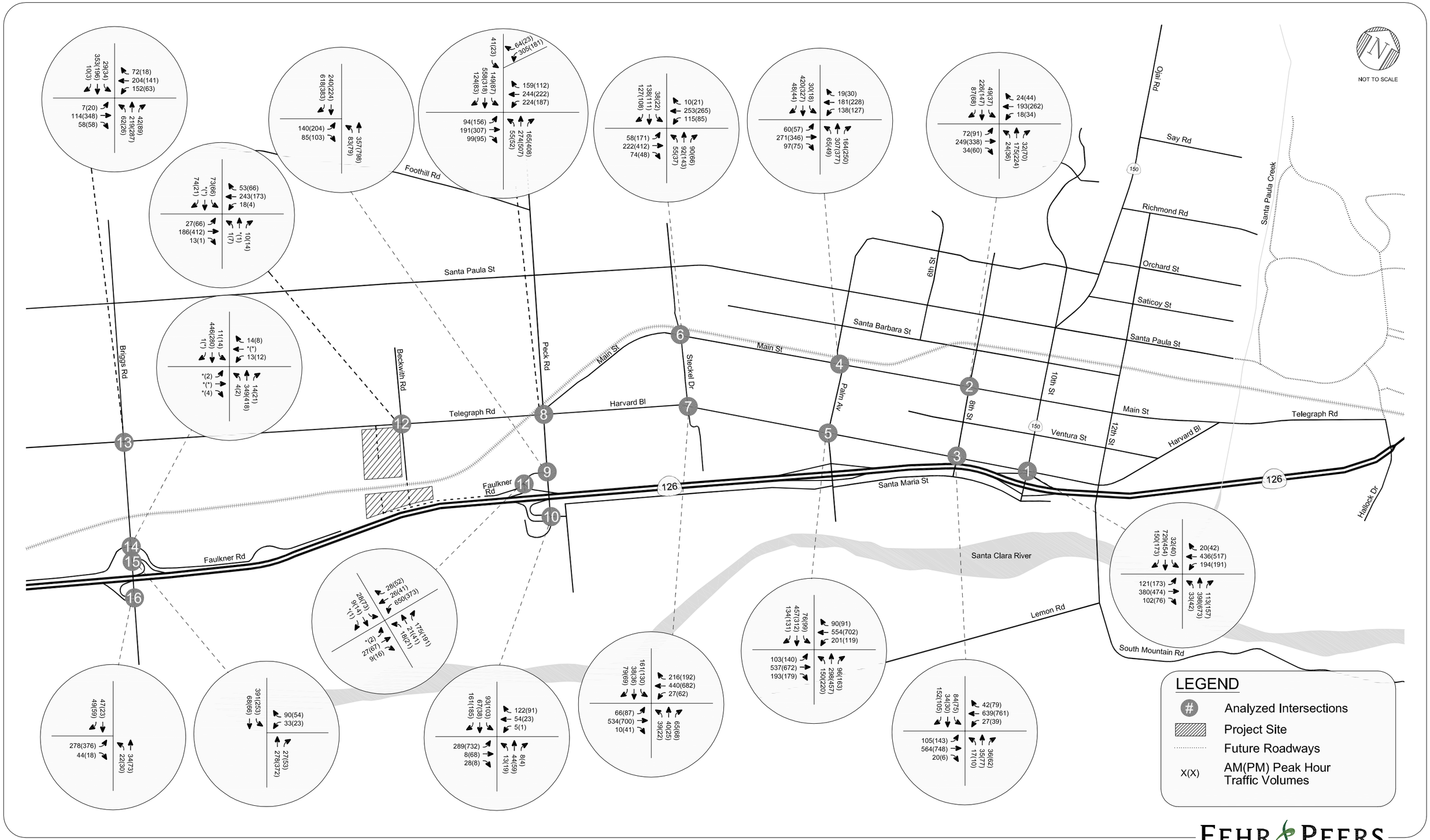

FIGURE 8
CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES

TABLE 7

TRIP GENERATION ESTIMATES FOR SANTA PAULA WEST BUSINESS PARK RELATED PROJECTS

	Project Location	Land Use	Size		ITE Code[a]	Trip Generation						
						Daily	AM			PM		
							In	Out	Total	In	Out	Total
1	Cliff Dr & Forrest Dr	Single Family Units	19	du	210	181	4	10	14	12	7	19
2	North of Foothill Rd & Steckel Dr	Single Family Units	88	du	210	838	17	49	66	55	33	88
3	North of Foothill Rd & Peck Rd	Single Family Units	79	du	210	752	15	44	59	50	29	79
4	Fagan Canyon	Single Family Units	450	du	210	4,284	85	253	338	284	166	450
		Retail	76.2	ksf	820	3,254	45	28	73	136	147	283
		Active Parks [b]	32	ac	412	73	1	0	1	2	1	3
		School [c]	10	ac	520	387	74	61	135	22	23	45
		Passive Open Space [d]	208	ac	413	135	2	2	4	2	2	4
5	Adams Canyon	Single Family Units	495	du	210	4,712	93	278	371	312	183	495
		Public Elementary School [e]	40	ac	520	387	61	74	135	22	23	45
		Public Middle School [e]	300	su	522	486	89	73	162	n/a	n/a	n/a
		Public Recreational Facilities [f]	100	ac	413	65	1	1	2	1	1	2
		Destination Resort Hotel [g]	150	rooms	330	n/a	40	16	56	32	42	74
		Golf Course [h]	18	hole	430	643	29	8	37	27	26	53
		Public Passive Open Space [d]	200	ac	413	130	2	2	4	2	2	4
6	1445 East Main St	Motel	16	rooms	320	90	3	4	7	4	4	8
		Restaurant	0.5	ksf	932	64	3	2	5	3	2	5
		Live/work studios	9	du	220	60	1	4	5	4	2	6
7	East Area 1	Residential/School/Commercial [j]	from traffic study [b]			16,982	762	1,038	1,800	1,031	797	1,828
8	East Area 2/Gateway	Shopping Center/Business Park [i]	360	ksf	820/770	10,183	414	82	496	512	532	1,044
9	Cal Pipe	Manufacturing	44	ksf	140	168	25	7	32	12	20	32
10	100-106 Calavo	General Light Industrial	35.7	ksf	110	249	29	4	33	4	31	35
11	324 W. Santa Maria St	Industrial Park	571.37	ksf	130	3,902	385	84	469	102	384	486
12	310 S. Palm	Coffee/Donut Shop without Drive-Thru Window	1.798	ksf	936	n/a	49	48	97	19	18	37
13	126-140 Santa Barbara St	Manufacturing	139.7	ksf	140	534	80	22	102	37	65	102
14	Cemetery & Santa Paula St	Single Family Units	8	du	210	76	2	4	6	5	3	8
15	125 Oak Street	Apartment	8	du	220	53	1	3	4	3	2	5
16	327 Acacia Road	Apartment	6	du	220	40	1	2	3	3	1	4
17	1170 Montebello St	Apartment	37	du	220	246	4	15	19	15	8	23
		General Light Industrial	72.2	ksf	110	503	58	8	66	8	62	70
18	250 S Hallock Dr	Apartment	1	du	220	7	0	1	1	1	0	1
		General Light Industrial	7.8	du	110	54	6	1	7	1	7	8
	TOTAL RELATED PROJECT TRAFFIC					**48,635**	**2,311**	**2,198**	**4,509**	**2,692**	**2,543**	**5,235**

Notes:

du = dwelling units; ac = acres; ksf = one thousand square feet

[a] Trip generation estimates based on "Trip Generation" (9th Edition, ITE, 2012) unless otherwise noted.

[b] Trip generation rates for ITE LU 412 County Park used

[c] General Plan Land Use Plan and Expansion Areas map does not indicate the size or type of the 10 acre school site; table assumes an elementary school with 300 students.

[d] Treated as a state park.

[e] General Plan Land Use Plan and Expansion Areas map does not indicate the size or type of schools on the 40-acre site; table assumes an elementary school and a middle school, with 300 students.

[f] General Plan Land Use Plan and Expansion Areas map does not indicate the size of the recreation center; table treats this acreage as additional passive open space.

[g] General Plan Land Use Plan and Expansion Areas map does not indicate the size of the resort hotel; table assumes a 150-room resort hotel.

[h] General Plan Land Use Plan and Expansion Areas map does not indicate the size of the golf course; table assumes an 18-hole course.

[i] Source: *Transportation Analysis Report East Area Gateway Project* , Fehr and Peers, 2012.

[j] Source: *East Area 1 Specific Plan Transprotation Analysis Report* , Fehr and Peers, 2014.

Related project data obtained from the City of Santa Paula in December 2013.

3.4 TRANSPORTATION SYSTEM IMPROVEMENTS

Physical street system improvements expected to be implemented by 2031 in the study area were included in the analysis of cumulative base conditions. Information about these expected improvements was provided by City staff in 2014.

On-street bicycle lanes will be added to 10th Street from Santa Paula Street to Harvard Boulevard possibly extending to SR-126. The City has selected a consultant to design landscape and streetscape improvements along this corridor, which include the removal of on-street parking at some locations to accommodate the planned bicycle lanes. While no plans are yet available for these improvements, this study assumes that the existing lane configurations at each of the analyzed intersections along 10th Street will be maintained.

3.5 CUMULATIVE PLUS PROJECT (YEAR 2031) TRAFFIC PROJECTIONS

The proposed project traffic volumes were then added to the cumulative base traffic projections to develop the cumulative plus project traffic forecasts. Figure 9 illustrates the resulting projected cumulative plus project peak hour traffic volumes for a typical weekday AM and PM peak hour, representing future traffic conditions following completion of the proposed project with the Beckwith Road extension.

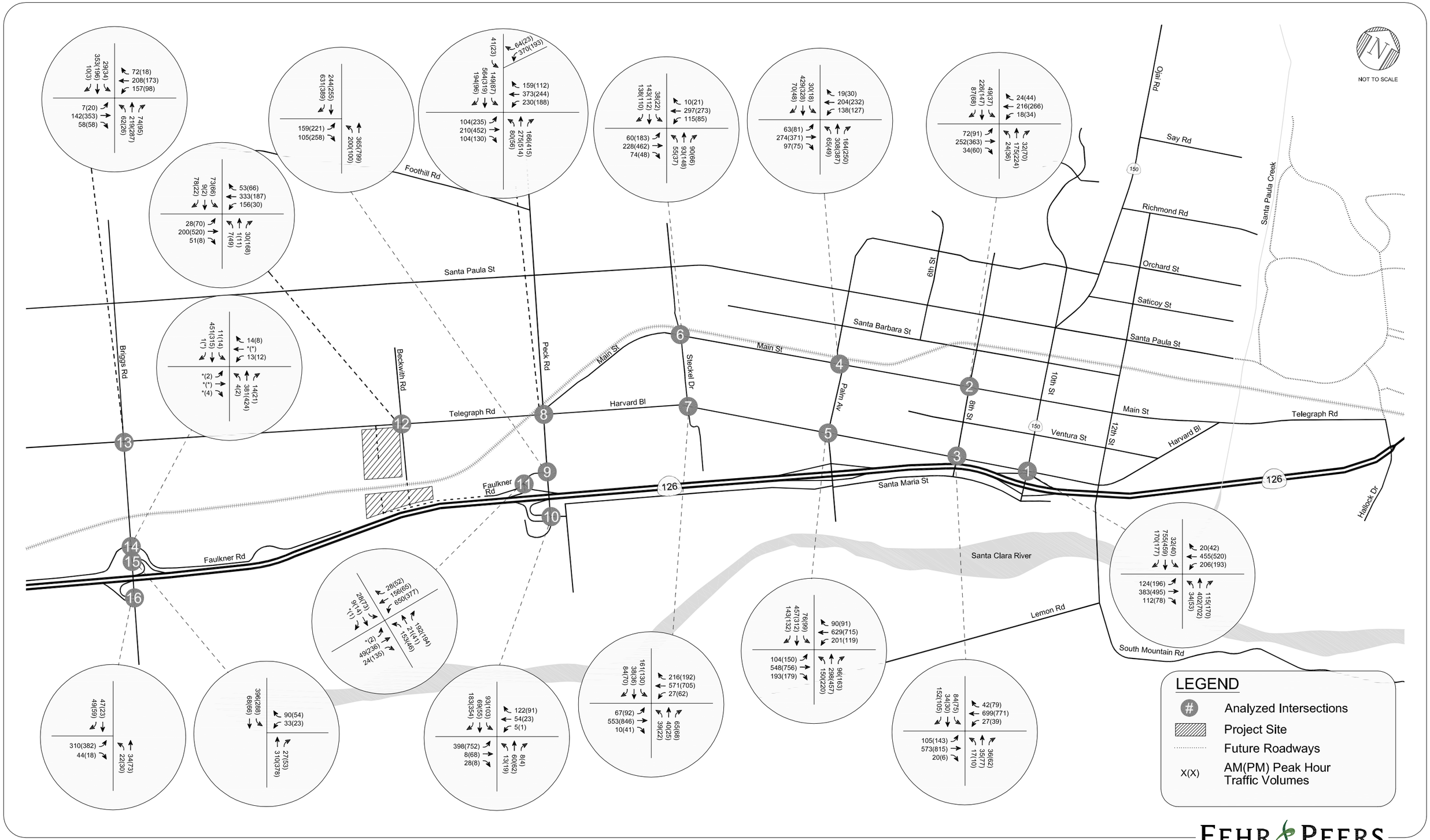

FIGURE 9
CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES

CHAPTER 4. TRAFFIC IMPACT ANALYSIS

This section presents an analysis of the projected future volumes to determine the potential impacts of the proposed project on the operating conditions of the surrounding street system.

4.1 SIGNIFICANT IMPACT CRITERIA

As adopted in the City of Santa Paula General Plan Circulation Element (1998), the minimum acceptable level of service at intersections in the City is LOS C. An intersection operating at LOS D or worse under the cumulative base conditions is considered a cumulatively impacted intersection. An intersection projected to operate at LOS D or worse after the addition of project traffic is considered significantly impacted by the project. Therefore, any contribution resulting in operating conditions of LOS D or worse is considered a significant impact.

The minimum desirable level of service on the analyzed freeway segments is LOS E, as described in the VCCMP. If the addition of project traffic were to cause or significantly worsen LOS F, it would be considered a significant impact. Although the VCTC has adopted LOS E as a minimum system-wide level of service on all VCCMP roadways it does not provide specific criteria regarding when an individual project's impact may be deemed significant. Therefore, for the purpose of this analysis, the significance threshold from *2010 Los Angeles Congestion Management Program (CMP) for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, 2010) was used. The Los Angeles County CMP states that a project impact would be considered significant if the facility were projected to operate at LOS F after the addition of project traffic, and if the project causes a net increase in traffic demand of 2% of capacity or more (i.e., V/C ratio increase greater than or equal to 0.02).

4.2 EXISTING PLUS PROJECT OPERATING CONDITIONS

The resulting existing plus project peak hour traffic volumes, illustrated in Figure 6, were analyzed to determine the projected operating conditions following completion of the proposed project. The results of the analysis are summarized in Table 8.

A total of 12 intersections are projected to operate at LOS C or better during both AM and PM peak hours. The four intersections listed below are projected to operate at LOS D or worse during one or both peak hours.

1. 10th Street & Harvard Boulevard (LOS D AM)
8. Peck Road & Harvard Boulevard/Telegraph Road/Main Street (LOS D AM)
10. Peck Road & SR-126 Eastbound On-/Off-Ramps (LOS E PM)
12. Beckwith Road & Telegraph Road (LOS D PM)

Because the City of Santa Paula has defined the minimum desirable intersection level of service as LOS C, traffic generated by the proposed project would cause or contribute to significant traffic impacts at each of these four intersections. All of the impacted intersections have project-specific impacts (impacts directly related to the addition of project traffic).

TABLE 8
INTERSECTION LEVEL OF SERVICE ANALYSIS
EXISTING (2014) PLUS PROJECT CONDITIONS

Intersections	Peak Hour	Existing		Existing plus Project				
		V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact Existing?	Significant Impact Project?
1. 10th Street & Harvard Boulevard [b]	AM	0.752	C	0.797	C	0.045	NO	NO
	PM	0.764	C	0.815	D	0.051	NO	YES
2. 8th Street & Main Street	AM	0.316	A	0.323	A	0.007	NO	NO
	PM	0.389	A	0.405	A	0.016	NO	NO
3. 8th Street & Harvard Boulevard	AM	0.261	A	0.280	A	0.019	NO	NO
	PM	0.351	A	0.355	A	0.004	NO	NO
4. Palm Avenue & Main Street	AM	0.457	A	0.478	A	0.021	NO	NO
	PM	0.430	A	0.448	A	0.018	NO	NO
5. Palm Avenue & Harvard Boulevard	AM	0.539	A	0.568	A	0.029	NO	NO
	PM	0.542	A	0.553	A	0.011	NO	NO
6. Steckel Drive & Main Street [a]	AM	10.6	B	11.1	B	0.5	NO	NO
	PM	11.2	B	11.9	B	0.7	NO	NO
7. Steckel Drive & Harvard Boulevard	AM	0.341	A	0.386	A	0.045	NO	NO
	PM	0.354	A	0.381	A	0.027	NO	NO
8. Peck Road & Harvard Boulevard/Telegraph Road/Main St	AM	0.669	B	0.834	D	0.165	NO	YES
	PM	0.483	A	0.552	A	0.069	NO	NO
9. Peck Road & Faulkner Road	AM	0.338	A	0.419	A	0.081	NO	NO
	PM	0.453	A	0.464	A	0.011	NO	NO
10. Peck Road & SR-126 EB On-/Off-Ramps/ Acacia Way [a]	AM	9.6	A	11.7	B	2.1	NO	NO
	PM	26.1	D	40.7	E	14.6	YES	YES
11. Faulkner Road & SR-126 WB On-/Off-Ramps [a]	AM	19.0	C	22.0	C	3.0	NO	NO
	PM	10.0	B	11.6	B	1.6	NO	NO
12. Beckwith Road & Telegraph Road [a]	AM	11.6	B	18.7	C	7.1	NO	NO
	PM	14.8	B	30.2	D	15.4	NO	YES
13. Briggs Road & Telegraph Road	AM	0.280	A	0.310	A	0.030	NO	NO
	PM	0.369	A	0.398	A	0.029	NO	NO
14. Briggs Road & Faulkner Road [a]	AM	9.9	A	10.1	B	0.2	NO	NO
	PM	10.1	B	10.4	B	0.3	NO	NO
15. Briggs Road & SR-126 WB On-/Off-Ramps [a]	AM	10.0	A	10.3	B	0.3	NO	NO
	PM	10.0	A	10.3	B	0.3	NO	NO
16. Briggs Road & SR-126 EB On-/Off-Ramps [a]	AM	9.6	A	9.9	A	0.3	NO	NO
	PM	10.2	B	10.2	B	0.0	NO	NO

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

The project-related traffic added to these intersections during the peak hours would contribute to a projected decline below LOS C operation under existing plus project conditions.

The 10 directional freeway segments are projected to operate at LOS C or better during both peak hours under the existing plus project scenario, as summarized in Table 9.

4.3 CUMULATIVE BASE (YEAR 2031) OPERATING CONDITIONS

The cumulative base (Year 2031) without project traffic volumes shown in Figure 8 were analyzed using the LOS methodologies described in Chapter 2 to evaluate future levels of service at the study intersections for the weekday AM and PM peak hours. This analysis assumed completion of the related projects described in Chapter 3 as well as regional traffic growth as estimated by the SCAG's travel demand model. The results of the intersection analysis are summarized in Table 10. The freeway segment analysis is presented in Table 11. Detailed LOS calculation worksheets are presented in Appendix C.

Of the 16 intersections selected for analysis, 12 intersections are projected to operate at LOS C or better during both AM and PM peak hours under cumulative base conditions. Four intersections are projected to operate at LOS D or worse during one or both peak hours:

1. 10th Street & Harvard Boulevard (LOS E AM and LOS F PM)

8. Peck Road & Harvard Boulevard/Telegraph Road/Main Street (LOS E AM)

10. Peck Road & SR-126 Eastbound On-/Off-Ramps (LOS F PM)

11. Faulkner Road & SR-126 Westbound On-/Off-Ramps (LOS F AM)

As defined by the City of Santa Paula, the minimum desirable intersection level of service is LOS C. The four study intersections listed above are projected to operate at undesirable levels of service in one or both peak hours under cumulative base conditions, without the addition of project-related traffic. Therefore, these intersections would be significantly impacted due to cumulative development and are noted as such in Table 10.

TABLE 9
FREEWAY SEGMENTS LEVEL OF SERVICE ANALYSIS
EXISTING (2014) PLUS PROJECT CONDITIONS

Roadway Segment	Peak Hour	Existing						Existing plus Project						Project Increase		Significant Impact			
		Eastbound			Westbound			Eastbound			Westbound			Eastbound	Westbound	Eastbound		Westbound	
		Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	%	%	Existing?	Project?	Existing?	Project?
1. SR-126 - Hallock Dr to	AM	932	7.5	A	1,509	12.2	B	947	7.6	A	1,612	13.0	B	1.6%	6.8%	NO	NO	NO	NO
10th St (SR-150) [a]	PM	1,729	14.0	B	1,729	14.0	B	1,886	15.2	B	1,886	15.2	B	9.1%	9.1%	NO	NO	NO	NO
2. SR-126 - 10th St (SR-150) to	AM	1,136	9.2	A	2,102	17.0	B	1,158	9.3	A	2,253	18.2	C	1.9%	7.2%	NO	NO	NO	NO
Palm Av [a]	PM	1,729	14.0	B	1,729	14.0	B	1,886	15.2	B	1,886	15.2	B	9.1%	9.1%	NO	NO	NO	NO
3. SR-126 - Palm Av to	AM	1,253	10.1	A	2,429	19.6	C	1,275	10.3	A	2,580	20.9	C	1.8%	6.2%	NO	NO	NO	NO
Peck Rd [a]	PM	1,729	14.0	B	1,729	14.0	B	1,886	15.2	B	1,886	15.2	B	9.1%	9.1%	NO	NO	NO	NO
4. SR-126 - Peck Rd to	AM	1,354	10.9	A	2,802	22.8	C	1,463	11.8	B	2,816	22.9	C	8.1%	0.5%	NO	NO	NO	NO
Briggs Rd [a]	PM	1,729	14.0	B	1,729	14.0	B	1,886	15.2	B	1,886	15.2	B	9.1%	9.1%	NO	NO	NO	NO
5. SR-126 - Briggs Rd to	AM	1,410	11.4	B	2,820	22.9	C	1,551	12.5	B	2,839	23.1	C	10.0%	0.7%	NO	NO	NO	NO
Wells Rd [a]	PM	1,729	14.0	B	1,729	14.0	B	1,886	15.2	B	1,886	15.2	B	9.1%	9.1%	NO	NO	NO	NO

Notes:
* pc/mi/ln denotes passenger cars per mile per lane
[a] Analyzed using freeway methodology from *Highway Capacity Manual* .

TABLE 10
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE (YEAR 2031) CONDITIONS

Intersections	Peak Hour	Cumulative Base Year 2031		Cumulative plus Project Year 2031				
		V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact Cumulative?	Significant Impact Project?
1. 10th Street & Harvard Boulevard [b]	AM	0.992	E	1.037	F	0.045	YES	YES
	PM	1.033	F	1.082	F	0.049	YES	YES
2. 8th Street & Main Street	AM	0.423	A	0.425	A	0.002	NO	NO
	PM	0.496	A	0.512	A	0.016	NO	NO
3. 8th Street & Harvard Boulevard	AM	0.387	A	0.406	A	0.019	NO	NO
	PM	0.492	A	0.495	A	0.003	NO	NO
4. Palm Avenue & Main Street	AM	0.607	B	0.629	B	0.022	NO	NO
	PM	0.569	A	0.588	A	0.019	NO	NO
5. Palm Avenue & Harvard Boulevard	AM	0.757	C	0.766	C	0.009	NO	NO
	PM	0.757	C	0.767	C	0.010	NO	NO
6. Steckel Drive & Main Street [a]	AM	14.1	B	15.2	C	1.1	NO	NO
	PM	16.7	C	18.6	C	1.9	NO	NO
7. Steckel Drive & Harvard Boulevard	AM	0.444	A	0.489	A	0.045	NO	NO
	PM	0.488	A	0.500	A	0.012	NO	NO
8. Peck Road & Harvard Boulevard/Telegraph Road/Main St	AM	0.908	E	1.079	F	0.171	YES	YES
	PM	0.741	C	0.810	D	0.069	NO	YES
9. Peck Road & Faulkner Road	AM	0.439	A	0.519	A	0.080	NO	NO
	PM	0.627	B	0.637	B	0.010	NO	NO
10. Peck Road & SR-126 EB On-/Off-Ramps/ Acacia Way [a]	AM	12.2	B	16.6	C	4.4	NO	NO
	PM	97.6	F	127.3	F	29.7	YES	YES
11. Faulkner Road & SR-126 WB On-/Off-Ramps [a]	AM	56.3	F	66.9	F	10.6	YES	YES
	PM	14.1	B	17.4	C	3.3	NO	NO
12. Beckwith Road & Telegraph Road [a]	AM	12.3	B	21.0	C	8.7	NO	NO
	PM	16.9	C	40.1	E	23.2	NO	YES
13. Briggs Road & Telegraph Road	AM	0.487	A	0.507	A	0.020	NO	NO
	PM	0.565	A	0.594	A	0.029	NO	NO
14. Briggs Road & Faulkner Road [a]	AM	13.3	B	13.7	B	0.4	NO	NO
	PM	14.3	B	14.8	B	0.5	NO	NO
15. Briggs Road & SR-126 WB On-/Off-Ramps [a]	AM	19.5	C	21.0	C	1.5	NO	NO
	PM	15.5	C	16.7	C	1.2	NO	NO
16. Briggs Road & SR-126 EB On-/Off-Ramps [a]	AM	11.7	B	12.2	B	0.5	NO	NO
	PM	13.7	B	13.8	B	0.1	NO	NO

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

TABLE 11
FREEWAY SEGMENTS LEVEL OF SERVICE ANALYSIS
FUTURE (YEAR 2031) CONDITIONS

Roadway Segment	Peak Hour	Cumulative Base						Cumulative plus Project						Project Increase		Significant Impact			
		Eastbound			Westbound			Eastbound			Westbound			Eastbound	Westbound	Eastbound		Westbound	
		Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	%	%	Cumulative?	Project?	Cumulative?	Project?
1. SR-126 - Hallock Dr to 10th St (SR-150) [a]	AM	2,193	17.7	B	2,193	17.7	B	2,296	18.5	C	2,296	18.5	C	4.7%	4.7%	NO	NO	NO	NO
	PM	2,853	23.2	C	2,853	23.2	C	3,010	24.7	C	3,010	24.7	C	5.5%	5.5%	NO	NO	NO	NO
2. SR-126 - 10th St (SR-150) to Palm Av [a]	AM	2,971	24.3	C	2,971	24.3	C	3,122	25.9	C	3,122	25.9	C	5.1%	5.1%	NO	NO	NO	NO
	PM	2,853	23.2	C	2,853	23.2	C	3,010	24.7	C	3,010	24.7	C	5.5%	5.5%	NO	NO	NO	NO
3. SR-126 - Palm Av to Peck Rd [a]	AM	3,248	27.2	D	3,248	27.2	D	3,399	29.0	D	3,399	29.0	D	4.6%	4.6%	NO	NO	NO	NO
	PM	2,853	23.2	C	2,853	23.2	C	3,010	24.7	C	3,010	24.7	C	5.5%	5.5%	NO	NO	NO	NO
4. SR-126 - Peck Rd to Briggs Rd [a]	AM	3,702	33.3	D	3,702	33.3	D	3,716	33.5	D	3,716	33.5	D	0.4%	0.4%	NO	NO	NO	NO
	PM	2,853	23.2	C	2,853	23.2	C	3,010	24.7	C	3,010	24.7	C	5.5%	5.5%	NO	NO	NO	NO
5. SR-126 - Briggs Rd to Wells Rd [a]	AM	3,997	38.7	E	3,997	38.7	E	4,016	39.1	E	4,016	39.1	E	0.5%	0.5%	NO	NO	NO	NO
	PM	2,853	23.2	C	2,853	23.2	C	3,010	24.7	C	3,010	24.7	C	5.5%	5.5%	NO	NO	NO	NO

Notes:
* pc/mi/ln denotes passenger cars per mile per lane
[a] Analyzed using freeway methodology from *Highway Capacity Manual* .

Of the 10 directional freeway segments selected for analysis, all are projected to operate at LOS E or better during both the AM and PM peak hours under cumulative base conditions. As defined in the VCCMP, the minimum desirable level of service on freeway segments is LOS E. Therefore, no freeway segments would be significantly impacted due to cumulative development.

4.4 CUMULATIVE PLUS PROJECT (YEAR 2031) TRAFFIC CONDITIONS

The resulting cumulative plus project peak hour traffic volumes, illustrated in Figure 9, were analyzed to determine the projected future 2031 operating conditions following completion of the proposed project. The results of the analysis are summarized in Table 10.

A total of 11 intersections are projected to operate at LOS C or better during both AM and PM peak hours. The five intersections listed below are projected to operate at LOS D or worse during one or both peak hours.

1. 10th Street & Harvard Boulevard (LOS F AM and PM)

8. Peck Road & Harvard Boulevard/Telegraph Road/Main Street (LOS F AM and LOS D PM)

10. Peck Road & SR-126 Eastbound On-/Off-Ramps (LOS F PM)

11. Faulkner Road & SR-126 Westbound On-/Off-Ramps (LOS F AM)

12. Beckwith Road & Telegraph Road (LOS E PM)

As defined by the City of Santa Paula's definition of minimum desirable intersection level of service (LOS C), traffic generated by the proposed project would cause or contribute to significant traffic impacts at each of these intersections. Of the five impacted intersections, project-specific impacts (impacts directly related to the addition of project traffic) are identified at the following intersection:

12. Beckwith Road & Telegraph Road (LOS F PM)

The project related traffic added to this intersection during the PM peak hour would contribute to a projected decline below LOS C operation under cumulative plus project conditions. The addition of project-related traffic to the other impacted intersections would contribute to the projected undesirable levels of service.

Of the 10 analyzed directional freeway segments, all are projected to operate at LOS E or better in both directions and in both peak hours, thereby meeting the minimum desirable level of service.

Although the VCTC has adopted LOS E as a minimum system-wide level of service on all VCCMP roadways it does not provide specific criteria regarding when an individual project's impact may be deemed significant, nor does it have a funding mechanism in place for individual projects to contribute toward future improvements. Therefore, for the purpose of this analysis, the significance threshold from *2010 Los Angeles Congestion Management Program (CMP) for Los Angeles County* was used. The Los Angeles County CMP states that a project impact would be considered significant if the facility were projected to

operate at LOS F after the addition project traffic and if the project causes a net increase in traffic demand of 2% of capacity or more (i.e., V/C ratio increase greater than or equal to 0.02.

No project-related impact was identified. It is noted that the VCCMP indicates that VCTC may request that Caltrans initiate a Corridor System Management Plan (CSMP) for the entire SR-126 corridor within Ventura County, which would examine multi-modal solutions for reducing congestion along the corridor.

4.5 MITIGATION MEASURES

Mitigation measures were developed to alleviate the impacts under both the existing plus project scenario and the cumulative plus project scenario. Recommended mitigation measures include both operational and physical improvements. Tables 12 through 14 present summaries of the LOS analysis results with these mitigation measures in place.

4.5.1 Existing plus Project Mitigation Measures

Intersection Improvements

At the four intersections projected to operate at LOS D or worse, the recommended mitigation measures would fully mitigate all but one of the identified existing undesirable LOS and project impacts, as shown in Table 12. The lane configuration diagrams in Appendix A illustrate the proposed mitigation measures at the impacted intersections. The following provides a description of the proposed improvements:

- 10th Street & Harvard Boulevard (Intersection 1) – Mitigation measures from prior major projects in Santa Paula were investigated along the Ojai Road corridor. A beautification project including bicycle lanes is planned along 10th Street at this location; therefore, widening of 10th Street to gain capacity was not considered as a possible mitigation. Given the constraints of the intersection and the proposed bicycle lanes, this intersection cannot be fully mitigated; thus, the impact would remain **significant and unavoidable**. Alternatively, a peak parking restriction on the southbound approach would allow for the reconfiguration of the southbound approach to include on shared through/right turn lane, one through lane (during peak hours), and on left-turn lane. The northbound approach could be restriped to provide one right-turn lane, one through lane, and one left-turn lane. In combination, these measures would result in an improvement from LOS C during the AM peak hour and LOS D during the PM peak hour to LOS A during the AM peak hour and LOS B under the PM peak hour, thus mitigating the increase in V/C ratio attributable to project traffic. However, due to the planned bicycle lanes, these mitigations were not considered as a feasible mitigation.

- Peck Road & Main Street and Harvard Boulevard (Intersection 8) – This intersection could be mitigated to LOS C or better with the addition of one travel lane to both the northbound and southbound approaches on Peck Road and the addition of a northbound right overlap phase. The northbound lane configuration would be one right-turn lane, two through lanes, and one left-turn lane. The northbound right-turn movement would also have an overlap signal head installed to accommodate the overlap phase. The southbound lane configuration would be one shared through/right-turn lane, one through lane, and one left-turn lane.

- Peck Road & SR-126 Eastbound On-/Off-Ramps (Intersection 10) – This intersection can be mitigated to LOS C or better by installing a traffic signal. A peak hour signal warrant analysis is provided in Appendix D and indicates that the installation of a traffic signal would be warranted under existing plus project conditions during the PM peak hour.[1]

- Beckwith Road & Telegraph Road (Intersection 12) – This intersection could be mitigated to LOS C or better by installing a traffic signal and reconfiguring the westbound approach. A peak hour signal warrant analysis is provided in Appendix E and indicates that the installation of a traffic signal would be warranted under existing plus project conditions. The westbound approach can be restriped to provide one right-turn lane, one through lane, and one left-turn lane (a reconfiguration of the existing two-way left-turn lane). With the development of the Santa Paula West Business Park, Beckwith Road will be widened to full City standards, which provide for a 64-foot roadway within an 84-foot right-of-way. With the additional roadway width, the northbound approach could be widened from its current single-lane configuration to provide one left-turn lane and one shared through/right-turn lane. With this configuration as mitigation, the intersection would operate at LOS C or better under existing plus project conditions.

Freeway Improvements

No freeway mitigation measures are needed because the project would not result in significant impacts based on the CMP criteria.

4.5.2 Cumulative plus Project Mitigation Measures

Intersection Improvements

At the five intersections projected to operate at LOS D or worse, the recommended mitigation measures would fully mitigate all but two of the intersections identified with cumulative and project impacts, as shown in Table 13. The lane configuration diagrams in Appendix A illustrate the proposed mitigation measures at the impacted intersections. The following provides a description of the proposed improvements:

- 10th Street & Harvard Boulevard (Intersection 1) –The constraints of the intersection and the proposed bicycle lanes discussed under Existing plus Project scenario would also apply to the Cumulative plus Project scenario. Therefore, this intersection cannot be fully mitigated; thus, the impact would remain **significant and unavoidable**. The alternative proposed mitigation mentioned previously under Existing plus Project would result in an improvement from LOS F during the AM peak and PM peak hours to LOS C during the AM peak hour and LOS E under the PM peak hour, thus mitigating the increase in V/C ratio attributable to project traffic. However, due to the planned bicycle lanes, these mitigations were not considered as a feasible mitigation.

[1] Ibid.

- Peck Road & Harvard Boulevard/Telegraph Road/Main Street (Intersection 8) – This intersection could be mitigated to LOS D with the same mitigation measure suggested for the Existing plus Project scenario. Full mitigation of this intersection under Cumulative plus Project conditions requires the addition of a second left-turn lane to the westbound approach on Main Street. The westbound approach on Main Street would have to be reconfigured to include one right-turn lane and dual left-turn lanes and maintain the exclusive or protected signal phasing for this turning movement. However, the implementation of dual left-turns at this location would require the acquisition of right-of-way on Main Street and relocation of existing grade crossing gates to accommodate the proposed intersection configuration, and so was not considered as a feasible mitigation. Given the constraints of the intersection, this intersection cannot be fully mitigated; thus, the impact would remain **significant and unavoidable**.

- Peck Road & SR-126 Eastbound On-/Off-Ramps (Intersection 10) – This intersection could be mitigated to LOS C or better by installing a traffic signal and reconfiguring all approaches. A peak hour signal warrant analysis is provided in Appendix E and indicates that the installation of a traffic signal would be warranted under cumulative plus project conditions. The northbound approach can be restriped to provide one shared through/right-turn lane and one left-turn lane. The southbound approach would require widening within Caltrans' existing right-of-way to provide one right-turn lane, one through lane, and one left-turn lane. The eastbound and westbound approaches can be restriped to provide one shared through/right-turn lane and one left-turn lane each. This improvement would require coordination with and approval by Caltrans.

- Faulkner Road & SR-126 Westbound On-/Off-Ramps (Intersection 11) – This intersection could be mitigated to LOS C or better by reconfiguring the westbound approach The westbound approach can be restriped to provide one shared through/right-turn lane and two left-turn lanes. While the freeway on-ramp at this location currently provides two lanes, this improvement would require coordination with and approval by Caltrans.

- Beckwith Road & Telegraph Road (Intersection 12) – This intersection could be also mitigated to LOS C under cumulative plus project conditions with the same mitigation measure suggested for the existing plus project conditions.

Freeway Improvements

No freeway mitigation measures are needed because the project would not result in significant impacts based on the CMP criteria.

4.6 MITIGATION FUNDING

Fair-share calculations for developer contributions were made for the intersections impacted by project generated traffic. The calculations were developed by calculating the increase in total projected traffic volumes at each intersection from the existing conditions to the cumulative plus project conditions; the increase establishes the total amount of projected growth at each location. Next, the project-only volumes are divided by the total volume increase at each impacted intersection. This step determines the amount of traffic the project is contributing to the intersection and the approximate proportional contribution towards funding the proposed mitigation measure.

The fair-share calculations were performed for both AM and PM peak hours, as shown in Table 14. The range of maximum contribution is between 13.3% and 55.1%. At one location, the calculated maximum fair share does not accurately reflect the cause of the impacts at the intersection. Based on the intersections analysis, the impacts at one intersection is a project-related impact (rather than cumulative impacts to which the project would contribute):

12. Beckwith Road & Telegraph Road

As a project-related impact, 100% contribution is identified for this intersection.

TABLE 12
INTERSECTION LEVEL OF SERVICE ANALYSIS
EXISTING (2014) PLUS PROJECT CONDITIONS WITH MITIGATION

Intersections	Peak Hour	Existing		Existing plus Project					With Mitigation			
		V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact Cumulative?	Significant Impact Project?	V/C or Delay	LOS	Change	Signif. Impact?
1. 10th Street & Harvard Boulevard	AM	0.752	C	0.797	C	0.045	NO	NO	0.797	C	0.045	NO
	PM	0.764	C	0.815	D	0.051	NO	YES	0.815	D	0.051	YES
8. Peck Road & Harvard Boulevard/Telegraph Road/Main St	AM	0.669	B	0.834	D	0.165	NO	YES	0.669	B	0.000	NO
	PM	0.483	A	0.552	A	0.069	NO	NO	0.510	A	0.027	NO
10. Peck Road & SR-126 EB On-/Off-Ramps/ Acacia Way [a]	AM	9.6	A	11.7	B	2.1	NO	NO	0.411	A	--	NO
	PM	26.1	A	40.7	E	14.6	NO	YES	0.665	B	--	NO
12. Beckwith Road & Telegraph Road [a]	AM	11.6	B	18.7	C	7.1	NO	NO	0.300	A	--	NO
	PM	14.8	B	30.2	D	15.4	NO	YES	0.496	A	--	NO

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

TABLE 13
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE (YEAR 2031) CONDITIONS WITH MITIGATION

Intersections	Peak Hour	Cumulative Base Year 2031		Cumulative plus Project Year 2031					With Mitigation Year 2031			
		V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact Cumulative?	Significant Impact Project?	V/C or Delay	LOS	Change	Signif. Impact?
1. 10th Street	AM	0.992	E	1.037	F	0.045	YES	YES	1.037	F	0.045	YES
& Harvard Boulevard	PM	1.033	F	1.082	F	0.049	YES	YES	1.082	F	0.049	YES
8. Peck Road	AM	0.908	E	1.079	F	0.171	YES	YES	0.842	D	-0.066	YES
& Harvard Boulevard/Telegraph Road/Main St	PM	0.741	C	0.810	D	0.069	NO	YES	0.650	B	-0.091	NO
10. Peck Road	AM	12.2	B	16.6	C	4.4	NO	NO	0.460	A	--	NO
& SR-126 EB On-/Off-Ramps/ Acacia Way [a]	PM	97.6	F	127.3	F	29.7	YES	YES	0.646	B	--	NO
11. Faulkner Road	AM	56.3	F	66.9	F	10.6	YES	YES	15.1	C	-41.2	NO
& SR-126 WB On-/Off-Ramps [a]	PM	14.1	B	17.4	C	3.3	NO	NO	12.8	B	-1.3	NO
12. Beckwith Road	AM	12.3	B	21.0	C	8.7	NO	NO	0.325	A	--	NO
& Telegraph Road [a]	PM	16.9	C	40.1	E	23.2	NO	YES	0.533	A	--	NO

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

TABLE 14
FUTURE (YEAR 2031) PROJECT FAIR SHARE TRAFFIC CONTRIBUTION

Int #	Intersection	AM Peak Hour					PM Peak Hour					Maximum Contribution
		Existing Traffic	2031 Projected Traffic	Project Only Traffic	Total New Traffic	Project % of New Traffic	Existing Traffic	2031 Projected Traffic	Project Only Traffic	Total New Traffic	Project % of New Traffic	
1.	10th Street & Harvard Boulevard	2,054	2,808	100	754	13.3%	2,232	3,125	113	893	12.7%	13.3%
8.	Peck Road & Harvard Boulevard/Telegraph Road/Main St	1,959	3,083	337	1,124	30.0%	1,935	3,087	326	1,152	28.3%	30.0%
10.	Peck Road & SR-126 EB On-/Off-Ramps/ Acacia Way	[b]	[b]	[b]	[b]	[b]	974	1,540	209	566	36.9%	36.9%
11.	Faulkner Road & SR-126 WB On-/Off-Ramps	731	1,310	319	579	55.1%	[b]	[b]	[b]	[b]	[b]	55.1%
12.	Beckwith Road & Telegraph Road	[b]	[b]	[b]	[b]	[b]	728	1,199	368	471	78.1%	100% [a]

Notes:

[a] Based on Table 11, the impact at this intersection is only attributed to the project. Therefore, the maximum contribution is recommended for this intersection.

[b] Because no project impact was identified in this peak hour, no fair-share contribution was calculated.

CHAPTER 5. WITHOUT BECKWITH EXTENSION ANALYSIS

Another future scenario considers impacts on the roadway network that would occur if Beckwith Road were not extended to Faulkner Road. This scenario would not require a new at-grade crossing, for which the regulatory approvals have not yet been granted. Figure 1 illustrates the approximate location of the Beckwith Road extension. The full development of the uses permitted by the Santa Paula West Business Park Specific Plan project was assumed in this scenario, as described earlier in this report. The number and location of analyzed intersections and roadway segments is identical to what was analyzed for the cumulative base plus project conditions with Beckwith Road extension.

5.1 WITHOUT BECKWITH ROAD EXTENSION TRAFFIC PROJECTION

The trip generation estimates presented in Table 6 and the distribution pattern illustrated in Figure 4 were used to assign the project-generated traffic to the local and regional street system. Figure 10 illustrates the estimated project-only volumes without the Beckwith Road extension traffic volumes at each of the analyzed intersections during typical weekday AM and PM peak hours. The project-only volumes differ from those displayed in Figure 5 due to the lack of the Beckwith Road extension. The trip generation estimates presented in Table 6 and the distribution pattern illustrated in Figure 4 were used to assign the project-generated traffic to the local and regional street system.

5.2 EXISTING PLUS PROJECT WITHOUT BECKWITH ROAD EXTENSION TRAFFIC CONDITIONS

Figure 11 illustrates the estimated existing plus project-generated peak hour traffic volumes at each of the analyzed intersections during typical weekday AM and PM peak hours without the Beckwith Road extension. The project-only volumes differ somewhat slightly from those displayed in Figure 5 due to the lack of the Beckwith Road extension.

These volumes were analyzed to determine the projected existing plus project operating conditions under this scenario. The results of the intersection analysis are summarized in Table 15. The freeway segment analysis is presented in Table 16.

A total of 13 intersections are projected to operate at LOS C or better during both AM and PM peak hours. The three intersections listed below are projected to operate at LOS D or worse during one or both peak hours.

8. Peck Road & Harvard Boulevard/Telegraph Road/Main Street (LOS D AM)

10. Peck Road & SR-126 Eastbound On-/Off-Ramps (LOS E PM)

12. Beckwith Road & Telegraph Road (LOS D PM)

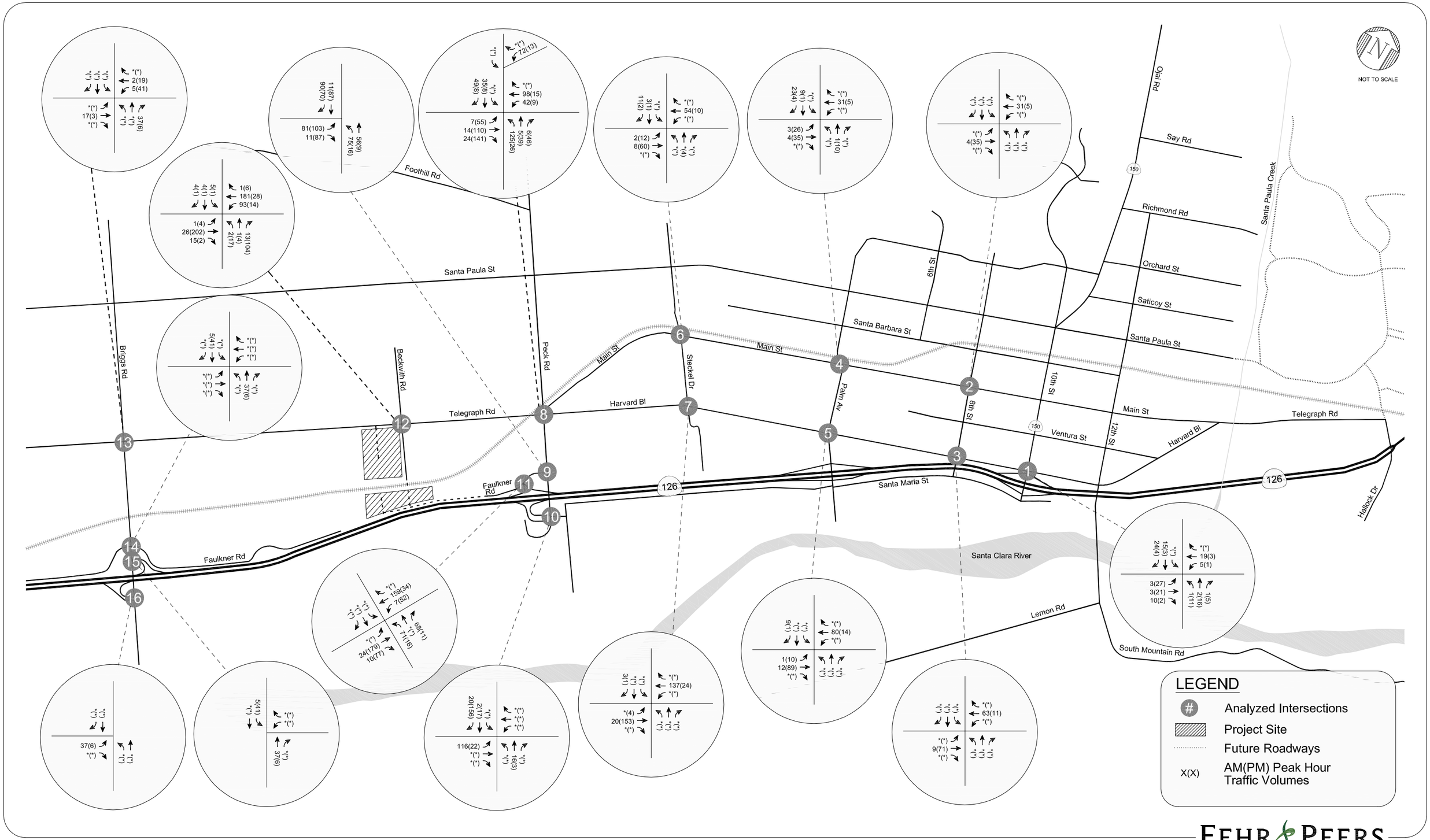

FIGURE 10
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES (WITHOUT BECKWITH EXTENSION)

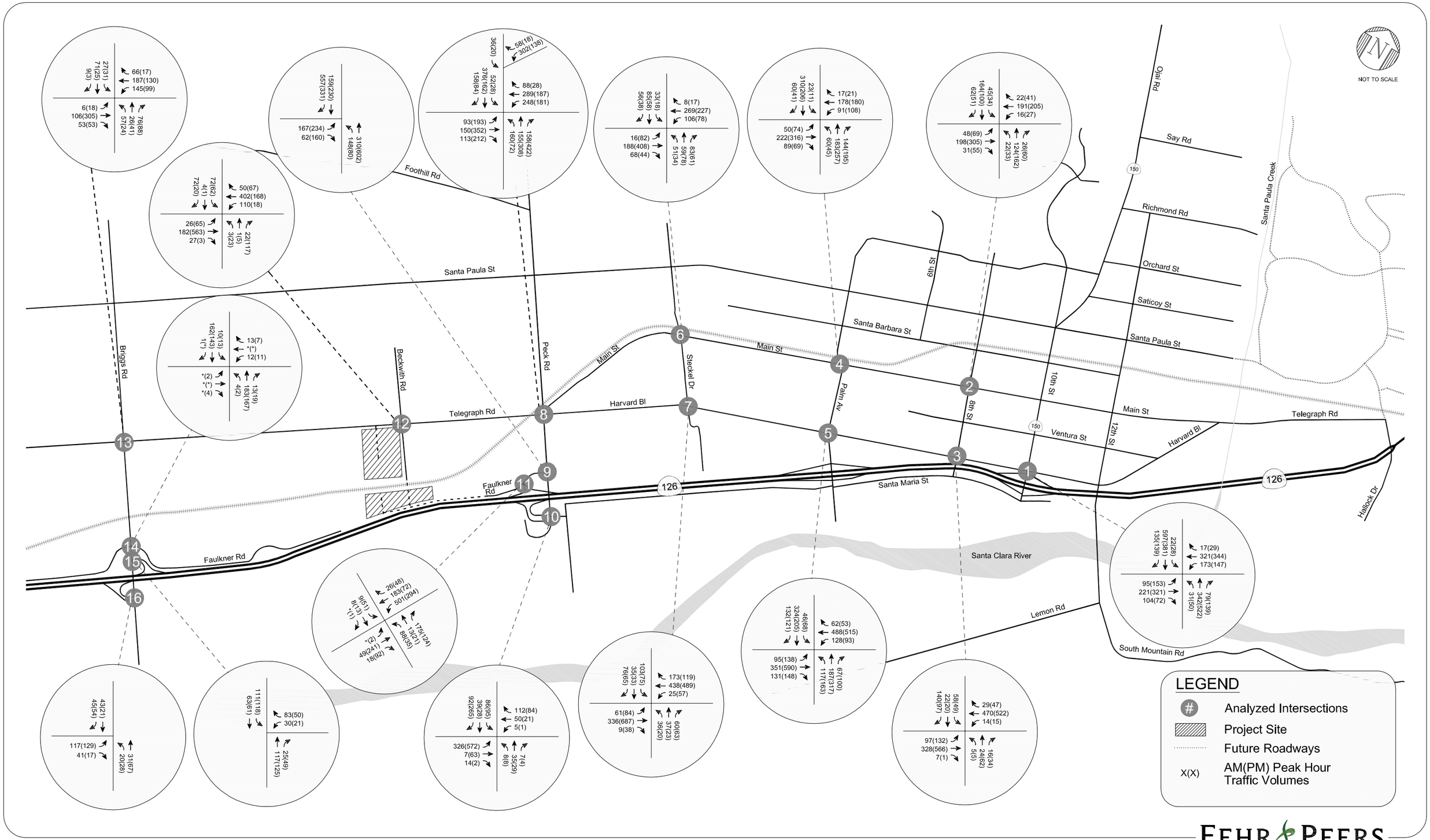

FIGURE 11
EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES (WITHOUT BECKWITH EXTENSION)

TABLE 15
INTERSECTION LEVEL OF SERVICE ANALYSIS
EXISTING (2014) PLUS PROJECT CONDITIONS - WITHOUT BECKWITH EXTENSION

Intersections	Peak Hour	Existing		Existing plus Project				
		V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact Existing?	Significant Impact Project?
1. 10th Street & Harvard Boulevard [b]	AM	0.752	C	0.788	C	0.036	NO	NO
	PM	0.764	C	0.800	C	0.036	NO	NO
2. 8th Street & Main Street	AM	0.316	A	0.328	A	0.012	NO	NO
	PM	0.389	A	0.411	A	0.022	NO	NO
3. 8th Street & Harvard Boulevard	AM	0.261	A	0.281	A	0.020	NO	NO
	PM	0.351	A	0.355	A	0.004	NO	NO
4. Palm Avenue & Main Street	AM	0.457	A	0.480	A	0.023	NO	NO
	PM	0.430	A	0.455	A	0.025	NO	NO
5. Palm Avenue & Harvard Boulevard	AM	0.539	A	0.570	A	0.031	NO	NO
	PM	0.542	A	0.553	A	0.011	NO	NO
6. Steckel Drive & Main Street [a]	AM	10.6	B	11.1	B	0.5	NO	NO
	PM	11.2	B	12.0	B	0.8	NO	NO
7. Steckel Drive & Harvard Boulevard	AM	0.341	A	0.386	A	0.045	NO	NO
	PM	0.354	A	0.384	A	0.030	NO	NO
8. Peck Road & Harvard Boulevard/Telegraph Road/Main St	AM	0.669	B	0.885	D	0.216	NO	YES
	PM	0.483	A	0.599	A	0.116	NO	NO
9. Peck Road & Faulkner Road	AM	0.338	A	0.441	A	0.103	NO	NO
	PM	0.453	A	0.522	A	0.069	NO	NO
10. Peck Road & SR-126 EB On-/Off-Ramps/ Acacia Way [a]	AM	9.6	A	11.8	B	2.2	NO	NO
	PM	26.1	D	40.3	E	14.2	YES	YES
11. Faulkner Road & SR-126 WB On-/Off-Ramps [a]	AM	19.0	C	21.7	C	2.7	NO	NO
	PM	10.0	B	12.4	B	2.4	NO	NO
12. Beckwith Road & Telegraph Road [a]	AM	11.6	B	18.8	C	7.2	NO	NO
	PM	14.8	B	30.0	D	15.2	NO	YES
13. Briggs Road & Telegraph Road	AM	0.280	A	0.306	A	0.026	NO	NO
	PM	0.369	A	0.401	A	0.032	NO	NO
14. Briggs Road & Faulkner Road [a]	AM	9.9	A	10.1	B	0.2	NO	NO
	PM	10.1	B	10.4	B	0.3	NO	NO
15. Briggs Road & SR-126 WB On-/Off-Ramps [a]	AM	10.0	A	10.3	B	0.3	NO	NO
	PM	10.0	A	10.3	B	0.3	NO	NO
16. Briggs Road & SR-126 EB On-/Off-Ramps [a]	AM	9.6	A	9.9	A	0.3	NO	NO
	PM	10.2	B	10.2	B	0.0	NO	NO

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

TABLE 16
FREEWAY SEGMENTS LEVEL OF SERVICE ANALYSIS
EXISTING (2014) PLUS PROJECT CONDITIONS - WITHOUT BECKWITH EXTENSION

Roadway Segment	Peak Hour	Existing						Existing plus Project						Project Increase		Significant Impact			
		Eastbound			Westbound			Eastbound			Westbound			Eastbound	Westbound	Eastbound		Westbound	
		Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	%	%	Existing?	Project?	Existing?	Project?
1. SR-126 - Hallock Dr to 10th St (SR-150) [a]	AM	932	7.5	A	1,509	12.2	B	947	7.6	A	1,612	13.0	B	1.6%	6.8%	NO	NO	NO	NO
	PM	1,729	14.0	B	1,729	14.0	B	1,886	15.2	B	1,886	15.2	B	9.1%	9.1%	NO	NO	NO	NO
2. SR-126 - 10th St (SR-150) to Palm Av [a]	AM	1,136	9.2	A	2,102	17.0	B	1,158	9.3	A	2,253	18.2	C	1.9%	7.2%	NO	NO	NO	NO
	PM	1,729	14.0	B	1,729	14.0	B	1,886	15.2	B	1,886	15.2	B	9.1%	9.1%	NO	NO	NO	NO
3. SR-126 - Palm Av to Peck Rd [a]	AM	1,253	10.1	A	2,429	19.6	C	1,275	10.3	A	2,580	20.9	C	1.8%	6.2%	NO	NO	NO	NO
	PM	1,729	14.0	B	1,729	14.0	B	1,886	15.2	B	1,886	15.2	B	9.1%	9.1%	NO	NO	NO	NO
4. SR-126 - Peck Rd to Briggs Rd [a]	AM	1,354	10.9	A	2,802	22.8	C	1,463	11.8	B	2,816	22.9	C	8.1%	0.5%	NO	NO	NO	NO
	PM	1,729	14.0	B	1,729	14.0	B	1,886	15.2	B	1,886	15.2	B	9.1%	9.1%	NO	NO	NO	NO
5. SR-126 - Briggs Rd to Wells Rd [a]	AM	1,410	11.4	B	2,820	22.9	C	1,551	12.5	B	2,839	23.1	C	10.0%	0.7%	NO	NO	NO	NO
	PM	1,729	14.0	B	1,729	14.0	B	1,886	15.2	B	1,886	15.2	B	9.1%	9.1%	NO	NO	NO	NO

Notes:
* pc/mi/ln denotes passenger cars per mile per lane
[a] Analyzed using freeway methodology from *Highway Capacity Manual* .

Because the City of Santa Paula has defined the minimum desirable intersection level of service as LOS C, traffic generated by the proposed project would cause or contribute to significant traffic impacts at each of these three intersections. With the exception of Peck Road and SR-126 Eastbound On-/Off-Ramps intersection because the existing has an LOS D in the PM peak hour, all of the impacted intersections have project-specific impacts (impacts directly related to the addition of project traffic).

The freeway LOS results for this scenario are consistent with those in the previous chapter.

One intersection impact (10th Street & Harvard Boulevard) would be removed under existing plus project conditions in the scenario without the roadway link. Significant impacts are identified at the same three other intersections under this scenario.

5.3 CUMULATIVE PLUS PROJECT WITHOUT BECKWITH ROAD EXTENSION TRAFFIC CONDITIONS

Figure 12 illustrates the estimated future project-generated peak hour traffic volumes at each of the analyzed intersections during typical weekday AM and PM peak hours without the Beckwith Road extension. The project-only volumes differ from those displayed in Figure 9 due to the lack of the Beckwith Road extension.

These volumes were analyzed to determine the projected future operating conditions under this scenario. The results of the intersection analysis are summarized in Table 17. The freeway segment analysis is presented in Table 18.

A total of 11 intersections are projected to operate at LOS C or better during both AM and PM peak hours. The five intersections listed below are projected to operate at LOS D or worse during one or both peak hours.

1. 10th Street & Harvard Boulevard (LOS F AM and PM)

8. Peck Road & Harvard Boulevard/Telegraph Road/Main Street (LOS F AM and LOS D PM)

10. Peck Road & SR-126 Eastbound On-/Off-Ramps (LOS F PM)

11. Faulkner Road & SR-126 Westbound On-/Off-Ramps (LOS F AM)

12. Beckwith Road & Telegraph Road (LOS E PM)

As defined by the City of Santa Paula's definition of minimum desirable intersection level of service (LOS C), traffic generated by the proposed project would cause or contribute to significant traffic impacts at each of these intersections. Of the five impacted intersections, project-specific impacts (impacts directly related to the addition of project traffic) are identified at one intersection: 12. Beckwith Road & Telegraph Road (LOS E PM).

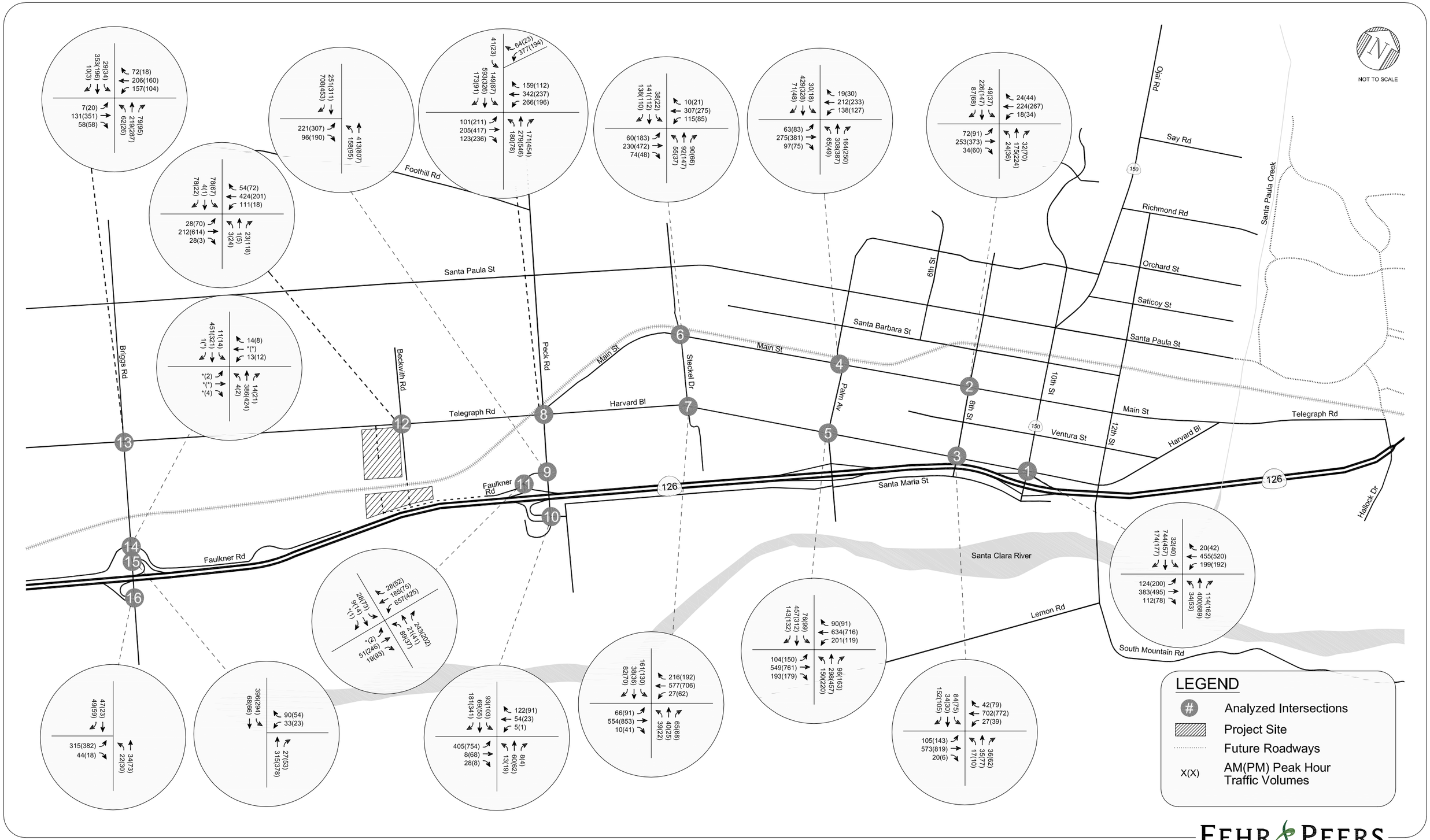

FIGURE 12
CUMULATIVE PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES (WITHOUT BECKWITH EXTENSION)

TABLE 17
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE (YEAR 2031) CONDITIONS - WITHOUT BECKWITH EXTENSION

Intersections	Peak Hour	Cumulative Base Year 2031		Cumulative plus Project Year 2031				
		V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact Cumulative?	Significant Impact Project?
1. 10th Street & Harvard Boulevard [b]	AM	0.992	E	1.028	F	0.036	YES	YES
	PM	1.033	F	1.068	F	0.035	YES	YES
2. 8th Street & Main Street	AM	0.423	A	0.425	A	0.002	NO	NO
	PM	0.496	A	0.518	A	0.022	NO	NO
3. 8th Street & Harvard Boulevard	AM	0.387	A	0.407	A	0.020	NO	NO
	PM	0.492	A	0.495	A	0.003	NO	NO
4. Palm Avenue & Main Street	AM	0.607	B	0.630	B	0.023	NO	NO
	PM	0.569	A	0.594	A	0.025	NO	NO
5. Palm Avenue & Harvard Boulevard	AM	0.757	C	0.767	C	0.010	NO	NO
	PM	0.757	C	0.768	C	0.011	NO	NO
6. Steckel Drive & Main Street [a]	AM	14.1	B	15.2	C	1.1	NO	NO
	PM	16.7	C	18.9	C	2.2	NO	NO
7. Steckel Drive & Harvard Boulevard	AM	0.444	A	0.489	A	0.045	NO	NO
	PM	0.488	A	0.500	A	0.012	NO	NO
8. Peck Road & Harvard Boulevard/Telegraph Road/Main St	AM	0.908	E	1.131	F	0.223	YES	YES
	PM	0.741	C	0.857	D	0.116	NO	YES
9. Peck Road & Faulkner Road	AM	0.439	A	0.541	A	0.102	NO	NO
	PM	0.627	B	0.696	B	0.069	NO	NO
10. Peck Road & SR-126 EB On-/Off-Ramps/ Acacia Way [a]	AM	12.2	B	17.0	C	4.8	NO	NO
	PM	97.6	F	126.6	F	29.0	YES	YES
11. Faulkner Road & SR-126 WB On-/Off-Ramps [a]	AM	56.3	F	66.8	F	10.5	YES	YES
	PM	14.1	B	21.1	C	7.0	NO	NO
12. Beckwith Road & Telegraph Road [a]	AM	12.3	B	21.1	C	8.8	NO	NO
	PM	16.9	C	39.3	E	22.4	NO	YES
13. Briggs Road & Telegraph Road	AM	0.487	A	0.500	A	0.013	NO	NO
	PM	0.565	A	0.597	A	0.032	NO	NO
14. Briggs Road & Faulkner Road [a]	AM	13.3	B	13.8	B	0.5	NO	NO
	PM	14.3	B	14.9	B	0.6	NO	NO
15. Briggs Road & SR-126 WB On-/Off-Ramps [a]	AM	19.5	C	21.2	C	1.7	NO	NO
	PM	15.5	C	16.9	C	1.4	NO	NO
16. Briggs Road & SR-126 EB On-/Off-Ramps [a]	AM	11.7	B	12.2	B	0.5	NO	NO
	PM	13.7	B	13.8	B	0.1	NO	NO

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

TABLE 18
FREEWAY SEGMENTS LEVEL OF SERVICE ANALYSIS
FUTURE (YEAR 2031) CONDITIONS - WITHOUT BECKWITH EXTENSION

Roadway Segment	Peak Hour	Cumulative Base						Cumulative plus Project						Project Increase		Significant Impact			
		Eastbound			Westbound			Eastbound			Westbound			Eastbound	Westbound	Eastbound		Westbound	
		Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	Volume	Density (pc/mi/ln)*	LOS	%	%	Cumulative?	Project?	Cumulative?	Project?
1. SR-126 - Hallock Dr to 10th St (SR-150) [a]	AM	2,193	17.7	B	2,193	17.7	B	2,296	18.5	C	2,296	18.5	C	4.7%	4.7%	NO	NO	NO	NO
	PM	2,853	23.2	C	2,853	23.2	C	3,010	24.7	C	3,010	24.7	C	5.5%	5.5%	NO	NO	NO	NO
2. SR-126 - 10th St (SR-150) to Palm Av [a]	AM	2,971	24.3	C	2,971	24.3	C	3,122	25.9	C	3,122	25.9	C	5.1%	5.1%	NO	NO	NO	NO
	PM	2,853	23.2	C	2,853	23.2	C	3,010	24.7	C	3,010	24.7	C	5.5%	5.5%	NO	NO	NO	NO
3. SR-126 - Palm Av to Peck Rd [a]	AM	3,248	27.2	D	3,248	27.2	D	3,399	29.0	D	3,399	29.0	D	4.6%	4.6%	NO	NO	NO	NO
	PM	2,853	23.2	C	2,853	23.2	C	3,010	24.7	C	3,010	24.7	C	5.5%	5.5%	NO	NO	NO	NO
4. SR-126 - Peck Rd to Briggs Rd [a]	AM	3,702	33.3	D	3,702	33.3	D	3,716	33.5	D	3,716	33.5	D	0.4%	0.4%	NO	NO	NO	NO
	PM	2,853	23.2	C	2,853	23.2	C	3,010	24.7	C	3,010	24.7	C	5.5%	5.5%	NO	NO	NO	NO
5. SR-126 - Briggs Rd to Wells Rd [a]	AM	3,997	38.7	E	3,997	38.7	E	4,016	39.1	E	4,016	39.1	E	0.5%	0.5%	NO	NO	NO	NO
	PM	2,853	23.2	C	2,853	23.2	C	3,010	24.7	C	3,010	24.7	C	5.5%	5.5%	NO	NO	NO	NO

Notes:
* pc/mi/ln denotes passenger cars per mile per lane
[a] Analyzed using freeway methodology from *Highway Capacity Manual*.

The project related traffic added to this intersection during the PM peak hour would contribute to a projected decline below LOS C operation under cumulative plus project conditions. The addition of project-related traffic to the other impacted intersections would contribute to the projected undesirable levels of service.

The freeway LOS results for this scenario are consistent with those in the previous chapter.

5.4 MITIGATION MEASURES

For the Existing plus Project Scenario without the Beckwith Road extension, the mitigation measures discussed in Chapter 4 for the three significantly impacted intersections would mitigate all intersection impacts, as shown in Table 19.

For the Cumulative plus Project Scenario without the Beckwith Road extension, the mitigation measures discussed in Chapter 4 for these significantly impacted intersections would mitigate all but two intersection impacts, as shown in Table 20. The two remaining intersection impacts are at 10th Street & Harvard Boulevard and Peck Road and Harvard Boulevard/Telegraph Road/Main Street. These impacts would remain **significant and unavoidable** for the Cumulative plus Project Scenario without the Beckwith Road extension due to the same constraints identified previously in Section 4.5.

5.4.1 Mitigation Funding

Fair-share calculations for developer contributions were made for the intersections impacted by project generated traffic. The calculations were developed by calculating the increase in projected traffic volumes from the existing condition to the cumulative plus project condition; the increase establishes the total amount of projected growth at each location. Next, the project-only volumes are divided by the total volume increase at each impacted intersection. This step determines the amount of traffic the project is contributing to the intersection and the approximate proportional contribution towards funding the proposed mitigation measure.

The fair share calculations were performed for both the AM and PM peak hours, as shown in Table 21. The range of maximum project contribution is between 11.3% and 56.6%. At one location, the calculated maximum fair share does not accurately reflect the cause of the impacts at the intersections. Based on the intersection analysis, the impacts at the following intersections are project-related impacts (rather than cumulative impacts to which the project would contribute):

12. Beckwith Road & Telegraph Road

As projected-related impacts, a 100% contribution is identified for this location.

TABLE 19
INTERSECTION LEVEL OF SERVICE ANALYSIS
EXISTING (2014) PLUS PROJECT CONDITIONS WITH MITIGATION - WITHOUT BECKWITH EXTENSION

Intersections	Peak Hour	Existing		Existing plus Project					With Mitigation			
		V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact Cumulative?	Significant Impact Project?	V/C or Delay	LOS	Change	Signif. Impact?
8. Peck Road	AM	0.669	B	0.885	D	0.216	NO	YES	0.647	B	-0.022	NO
& Harvard Boulevard/Telegraph Road/Main St	PM	0.483	A	0.599	A	0.116	NO	NO	0.590	A	0.107	NO
10. Peck Road	AM	9.6	A	11.8	B	2.2	NO	NO	0.415	A	--	NO
& SR-126 EB On-/Off-Ramps/ Acacia Way [a]	PM	26.1	D	40.3	E	14.2	YES	YES	0.659	B	--	NO
12. Beckwith Road	AM	11.6	B	18.8	C	7.2	NO	NO	0.328	A	--	NO
& Telegraph Road [a]	PM	14.8	B	30.0	D	15.2	NO	YES	0.495	A	--	NO

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

TABLE 20
INTERSECTION LEVEL OF SERVICE ANALYSIS
FUTURE (YEAR 2031) CONDITIONS WITH MITIGATION - WITHOUT BECKWITH EXTENSION

Intersections	Peak Hour	Cumulative Base Year 2031		Cumulative plus Project Year 2031					With Mitigation Year 2031			
		V/C or Delay	LOS	V/C or Delay	LOS	Change	Significant Impact Cumulative?	Significant Impact Project?	V/C or Delay	LOS	Change	Signif. Impact?
1. 10th Street	AM	0.992	E	1.028	F	0.036	YES	YES	1.028	F	0.036	YES
& Harvard Boulevard	PM	1.033	F	1.068	F	0.035	YES	YES	1.068	F	0.035	YES
8. Peck Road	AM	0.908	E	1.131	F	0.223	YES	YES	0.891	D	-0.017	YES
& Harvard Boulevard/Telegraph Road/Main St	PM	0.741	C	0.857	D	0.116	NO	YES	0.687	B	-0.054	NO
10. Peck Road	AM	12.2	B	17.0	C	4.8	NO	NO	0.464	A	--	NO
& SR-126 EB On-/Off-Ramps/ Acacia Way [a]	PM	97.6	F	126.6	F	29.0	YES	YES	0.647	B	--	NO
11. Faulkner Road	AM	56.3	F	66.8	F	10.5	YES	YES	15.1	C	-41.2	NO
& SR-126 WB On-/Off-Ramps [a]	PM	14.1	B	21.1	C	7.0	NO	NO	13.1	B	-1.0	NO
12. Beckwith Road	AM	12.3	B	21.1	C	8.8	NO	NO	0.349	A	--	NO
& Telegraph Road [a]	PM	16.9	C	39.3	E	22.4	NO	YES	0.531	A	--	NO

Note:
[a] Intersection is controlled by stop signs. Average vehicular delay in seconds is reported rather than V/C ratio.

TABLE 21

FUTURE (YEAR 2031) PROJECT FAIR SHARE TRAFFIC CONTRIBUTION - WITHOUT BECKWITH EXTENSION

Int #	Intersection	AM Peak Hour					PM Peak Hour					Maximum Contribution
		Existing Traffic	2031 Projected Traffic	Project Only Traffic	Total New Traffic	Project % of New Traffic	Existing Traffic	2031 Projected Traffic	Project Only Traffic	Total New Traffic	Project % of New Traffic	
1.	10th Street & Harvard Boulevard	2,054	2,791	83	737	11.3%	2,232	3,105	93	873	10.7%	11.3%
8.	Peck Road & Harvard Boulevard/Telegraph Road/Main St	1,959	3,223	477	1,264	37.7%	1,935	3,231	470	1,296	36.3%	37.7%
10.	Peck Road & SR-126 EB On-/Off-Ramps/ Acacia Way	[b]	[b]	[b]	[b]	[b]	974	1,529	198	555	35.7%	35.7%
11.	Faulkner Road & SR-126 WB On-/Off-Ramps	731	1,330	339	599	56.6%	[b]	[b]	[b]	[b]	[b]	56.6%
12.	Beckwith Road & Telegraph Road	[b]	[b]	[b]	[b]	[b]	728	1,215	384	487	78.9%	100% [a]

Notes:

[a] Based on Table 18, the impact at this intersection is only attributed to the project. Therefore, the maximum contribution is recommended for this intersection.

[b] Because no project impact was identified in this peak hour, no fair-share contribution was calculated.

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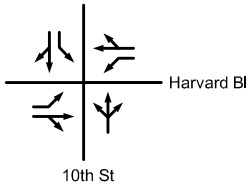
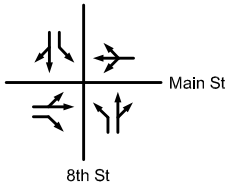
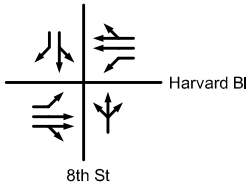
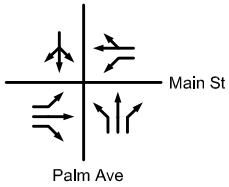
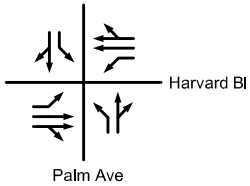
APPENDIX A:
INTERSECTION LANE CONFIGURATIONS

INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	EXISTING CONDITIONS WITH MITIGATIONS *	FUTURE (2031) CONDITIONS	FUTURE (2031) CONDITIONS WITH MITIGATIONS *
1. 10th St & Harvard Bl		Same As Existing	Same As Existing	Same As Existing
2. 8th St & Main St		Same As Existing	Same As Existing	Same As Existing
3. 8th St & Harvard Bl		Same As Existing	Same As Existing	Same As Existing
4. Palm Ave & Main St		Same As Existing	Same As Existing	Same As Existing
5. Palm Ave & Harvard Bl		Same As Existing	Same As Existing	Same As Existing

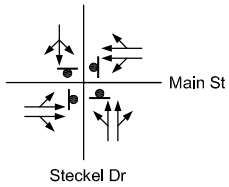
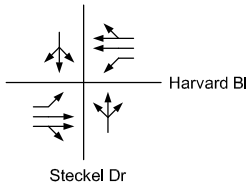
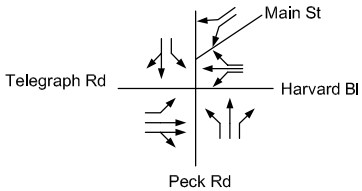
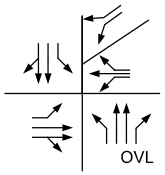
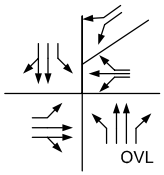
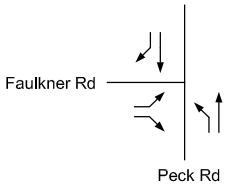
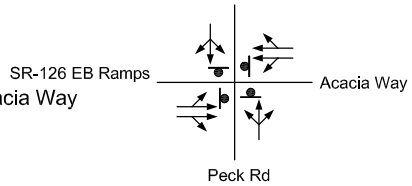
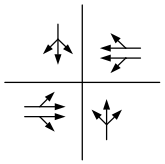
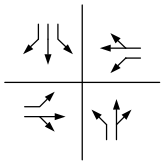
LEGEND

Stop Controlled

* With and without Beckwith Extension

FEHR & PEERS

INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	EXISTING CONDITIONS WITH MITIGATIONS *	FUTURE (2031) CONDITIONS	FUTURE (2031) CONDITIONS WITH MITIGATIONS *
6. Steckel Dr & Main St		Same As Existing	Same As Existing	Same As Existing
7. Steckel Dr & Harvard Bl		Same As Existing	Same As Existing	Same As Existing
8. Peck Rd & Telegraph Rd/ Harvard Bl/ / Main St			Same As Existing	
9. Peck Rd & Faulkner Rd		Same As Existing	Same As Existing	Same As Existing
10. Peck Rd & SR-126 EB Ramps/ Acacia Way			Same As Existing	

LEGEND

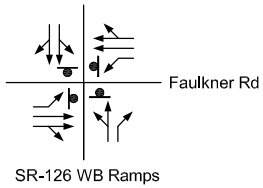
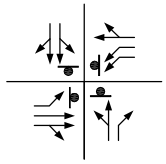
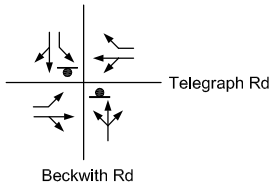
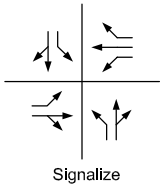
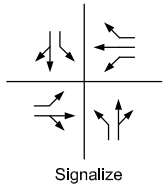
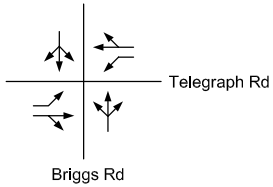
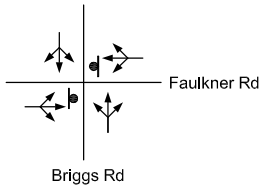
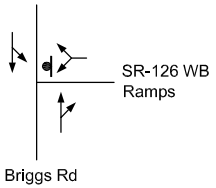
Stop Controlled

OVL Overlap Phase

* With and without Beckwith Extension

FEHR & PEERS

INTERSECTION LANE CONFIGURATIONS

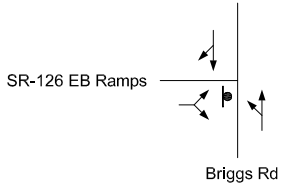
	EXISTING CONDITIONS	EXISTING CONDITIONS WITH MITIGATIONS *	FUTURE (2031) CONDITIONS	FUTURE (2031) CONDITIONS WITH MITIGATIONS *
11. Faulkner Rd & SR-126 WB Ramps		Same As Existing	Same As Existing	
12. Beckwith Rd & Telegraph Rd			Same As Existing	
13. Briggs Rd & Telegraph Rd		Same As Existing	Same As Existing	Same As Existing
14. Briggs Rd & Faulkner Rd		Same As Existing	Same As Existing	Same As Existing
15. Briggs Rd & SR-126 WB Ramps		Same As Existing	Same As Existing	Same As Existing

LEGEND

- Stop Controlled
- * With and without Beckwith Extension

FEHR & PEERS

INTERSECTION LANE CONFIGURATIONS

	EXISTING CONDITIONS	EXISTING CONDITIONS WITH MITIGATIONS *	FUTURE (2031) CONDITIONS	FUTURE (2031) CONDITIONS WITH MITIGATIONS *
16. Briggs Rd & SR-126 EB Ramps		Same As Existing	Same As Existing	Same As Existing

LEGEND

Stop Controlled

* With and without Beckwith Extension

FEHR & PEERS

APPENDIX B:
TRAFFIC COUNT SHEETS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-001 **Day:** Tuesday

City: Santa Paula **Date:** 3/4/2014

AM

NS/EW Streets:	Ojai Santa Paula Rd - 10th St			Ojai Santa Paula Rd - 10th St			SR-126 WB Ramps			SR-126 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	1	0	1	
7:00 AM	0	52			35	153				0		17	257
7:15 AM	0	66			37	170				1		33	307
7:30 AM	0	94			20	209				0		29	352
7:45 AM	0	89			37	172				1		34	333
8:00 AM	1	82			39	162				1		22	307
8:15 AM	0	68			39	124				1		28	260
8:30 AM	0	65			39	120				0		32	256
8:45 AM	0	60			28	112				0		22	222
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	576	0	0	274	1222	0	0	0	4	0	217	2294
APPROACH %'s :	0.17%	99.83%	0.00%	0.00%	18.32%	81.68%	#DIV/0!	#DIV/0!	#DIV/0!	1.81%	0.00%	98.19%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	1	331	0	0	133	713	0	0	0	3	0	118	1299
PEAK HR FACTOR :		0.883			0.924			0.000			0.864		0.923

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-001 **Day:** Tuesday

City: Santa Paula **Date:** 3/4/2014

PM

NS/EW Streets:	Ojai Santa Paula Rd - 10th St			Ojai Santa Paula Rd - 10th St			SR-126 WB Ramps			SR-126 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	0	0	1	0	1	
4:00 PM	1	123			47	112				1		22	306
4:15 PM	0	117			38	99				0		39	293
4:30 PM	3	129			24	110				4		30	300
4:45 PM	2	150			39	95				0		30	316
5:00 PM	0	145			51	114				0		28	338
5:15 PM	1	142			41	115				0		26	325
5:30 PM	1	146			41	88				0		25	301
5:45 PM	1	152			42	87				0		27	309
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	9	1104	0	0	323	820	0	0	0	5	0	227	2488
APPROACH %'s :	0.81%	99.19%	0.00%	0.00%	28.26%	71.74%	#DIV/0!	#DIV/0!	#DIV/0!	2.16%	0.00%	97.84%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	4	583	0	0	172	412	0	0	0	0	0	109	1280
PEAK HR FACTOR :		0.965			0.885			0.000			0.908		0.947

CONTROL : 1-Way Stop (WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-002 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

AM

NS/EW Streets:	8th St			8th St			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	1	0	1	0	
7:00 AM	5	15	7	4	13	7	6	31	5	3	19	5	120
7:15 AM	2	6	3	3	27	11	2	22	3	2	12	3	96
7:30 AM	4	33	7	5	60	16	21	51	8	4	43	3	255
7:45 AM	6	55	6	17	59	25	13	65	10	4	43	6	309
8:00 AM	7	12	5	18	29	14	5	53	6	5	41	7	202
8:15 AM	5	24	8	5	16	7	9	25	7	3	33	6	148
8:30 AM	3	11	9	7	15	10	7	32	13	4	21	6	138
8:45 AM	5	17	11	2	15	10	6	29	12	7	31	5	150

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	37	173	56	61	234	100	69	308	64	32	243	41	1418
APPROACH %'s :	13.91%	65.04%	21.05%	15.44%	59.24%	25.32%	15.65%	69.84%	14.51%	10.13%	76.90%	12.97%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	22	124	26	45	164	62	48	194	31	16	160	22	914
PEAK HR FACTOR :		0.642			0.671			0.776			0.934		0.739

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-002 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

PM

NS/EW Streets:	8th St			8th St			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	0	1	1	0	1	0	
4:00 PM	13	34	14	5	20	11	12	54	9	5	38	3	218
4:15 PM	13	25	12	7	25	6	21	72	5	9	48	9	252
4:30 PM	15	25	11	6	27	16	15	48	9	5	38	10	225
4:45 PM	17	30	16	14	16	12	12	58	13	11	48	13	260
5:00 PM	12	36	18	11	34	18	18	65	6	9	57	11	295
5:15 PM	3	48	12	11	27	12	20	64	16	7	49	10	279
5:30 PM	6	41	12	3	23	10	16	64	18	3	45	11	252
5:45 PM	12	37	18	9	16	11	15	77	15	8	49	9	276

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	91	276	113	66	188	96	129	502	91	57	372	76	2057
APPROACH %'s :	18.96%	57.50%	23.54%	18.86%	53.71%	27.43%	17.87%	69.53%	12.60%	11.29%	73.66%	15.05%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	33	162	60	34	100	51	69	270	55	27	200	41	1102
PEAK HR FACTOR :		0.951			0.734			0.921			0.870		0.934

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-003 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

AM

NS/EW Streets:	8th St			8th St			Harvard Blvd			Harvard Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	1	2	0	1	2	0	
7:00 AM	1	4	1	11	2	12	15	46	0	3	52	3	150
7:15 AM	1	0	5	12	4	22	13	70	1	3	64	4	199
7:30 AM	1	6	6	21	6	46	24	74	2	4	124	7	321
7:45 AM	2	13	3	18	6	51	40	106	2	4	133	13	391
8:00 AM	1	5	2	7	6	21	20	69	2	3	86	5	227
8:15 AM	0	2	1	9	2	12	22	71	0	0	67	6	192
8:30 AM	1	4	3	10	2	8	11	54	1	3	71	4	172
8:45 AM	0	2	1	1	3	21	26	47	0	0	65	9	175

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	7	36	22	89	31	193	171	537	8	20	662	51	1827
APPROACH %'s :	10.77%	55.38%	33.85%	28.43%	9.90%	61.66%	23.88%	75.00%	1.12%	2.73%	90.31%	6.96%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	5	24	16	58	22	140	97	319	7	14	407	29	1138
PEAK HR FACTOR :		0.625			0.733			0.715			0.750		0.728

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-003 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

PM

NS/EW Streets:	8th St			8th St			Harvard Blvd			Harvard Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	1	1	2	0	1	2	0	
4:00 PM	1	12	9	7	3	21	33	91	0	6	107	9	299
4:15 PM	2	15	8	6	3	26	18	101	0	4	120	5	308
4:30 PM	1	10	5	11	3	29	30	109	2	5	119	10	334
4:45 PM	1	15	7	14	7	27	31	127	0	3	123	17	372
5:00 PM	2	13	5	14	7	24	34	117	0	4	142	11	373
5:15 PM	1	20	13	10	2	28	38	124	1	4	126	5	372
5:30 PM	1	14	9	11	4	18	29	127	0	4	120	14	351
5:45 PM	0	20	5	19	4	14	26	100	1	3	122	12	326
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	9	119	61	92	33	187	239	896	4	33	979	83	2735
APPROACH %'s :	4.76%	62.96%	32.28%	29.49%	10.58%	59.94%	20.98%	78.67%	0.35%	3.01%	89.41%	7.58%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	5	62	34	49	20	97	132	495	1	15	511	47	1468
PEAK HR FACTOR :		0.743			0.865			0.963			0.912		0.984

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-004 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

AM

NS/EW Streets:	Palm Ave			Palm Ave			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	0	1	0	1	1	1	1	1	0	
7:00 AM	9	10	20	4	55	2	0	27	12	13	16	2	170
7:15 AM	9	21	23	5	74	8	7	24	11	23	19	3	227
7:30 AM	10	43	46	15	67	12	11	61	21	18	32	1	337
7:45 AM	18	74	59	5	93	13	14	71	34	31	60	9	481
8:00 AM	18	31	21	2	69	5	12	55	19	30	33	1	296
8:15 AM	14	34	18	1	72	7	10	31	15	12	22	6	242
8:30 AM	13	26	28	1	55	8	3	29	9	16	19	1	208
8:45 AM	8	12	23	1	35	8	3	47	10	18	21	4	190
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	99	251	238	34	520	63	60	345	131	161	222	27	2151
APPROACH %'s :	16.84%	42.69%	40.48%	5.51%	84.28%	10.21%	11.19%	64.37%	24.44%	39.27%	54.15%	6.59%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	60	182	144	23	301	37	47	218	89	91	147	17	1356
PEAK HR FACTOR :		0.639			0.813			0.744			0.638		0.705

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-004 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

PM

NS/EW Streets:	Palm Ave			Palm Ave			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	0	1	0	1	1	1	1	1	0	
4:00 PM	18	54	31	4	53	4	6	64	16	21	51	5	327
4:15 PM	24	48	31	2	34	9	10	72	17	23	45	3	318
4:30 PM	23	43	38	4	53	7	12	52	17	29	41	5	324
4:45 PM	25	49	31	5	50	5	9	53	8	20	38	4	297
5:00 PM	12	49	52	5	57	13	9	64	28	28	52	8	377
5:15 PM	11	67	46	1	48	9	16	74	15	30	31	3	351
5:30 PM	13	65	45	4	43	9	13	68	19	34	48	3	364
5:45 PM	9	66	52	1	57	6	10	75	7	16	44	7	350
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	135	441	326	26	395	62	85	522	127	201	350	38	2708
APPROACH %'s :	14.97%	48.89%	36.14%	5.38%	81.78%	12.84%	11.58%	71.12%	17.30%	34.13%	59.42%	6.45%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	45	247	195	11	205	37	48	281	69	108	175	21	1442
PEAK HR FACTOR :		0.959			0.843			0.948			0.864		0.956

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-005 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

AM

NS/EW Streets:	Palm Ave			Palm Ave			Harvard Blvd			Harvard Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
7:00 AM	17	20	9	16	51	20	6	58	28	31	51	7	314
7:15 AM	17	28	18	12	66	28	14	58	24	22	51	11	349
7:30 AM	26	48	27	17	71	22	27	93	31	44	114	14	534
7:45 AM	30	60	20	13	95	48	25	94	31	46	134	31	627
8:00 AM	31	45	11	9	91	30	22	85	36	21	97	11	489
8:15 AM	30	34	9	7	67	23	20	67	33	17	63	6	376
8:30 AM	23	37	10	6	54	16	15	67	21	19	77	6	351
8:45 AM	37	35	16	11	51	10	6	63	31	13	62	6	341
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	211	307	120	91	546	197	135	585	235	213	649	92	3381
APPROACH %'s :	33.07%	48.12%	18.81%	10.91%	65.47%	23.62%	14.14%	61.26%	24.61%	22.33%	68.03%	9.64%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	117	187	67	46	324	123	94	339	131	128	408	62	2026
PEAK HR FACTOR :		0.843			0.790			0.934			0.709		0.808

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-005 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

PM

NS/EW Streets:	Palm Ave			Palm Ave			Harvard Blvd			Harvard Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	2	0	1	2	0	
4:00 PM	37	73	21	12	46	28	25	97	34	24	88	16	501
4:15 PM	49	77	23	14	44	20	30	82	35	36	110	10	530
4:30 PM	36	69	18	18	48	21	24	112	36	29	114	14	539
4:45 PM	44	70	35	17	45	29	31	125	32	32	130	14	604
5:00 PM	39	74	27	15	67	29	34	135	48	24	117	14	623
5:15 PM	36	85	19	18	51	25	30	128	33	23	132	10	590
5:30 PM	44	88	19	18	42	37	33	113	35	14	122	15	580
5:45 PM	41	78	14	12	49	25	39	104	39	15	105	9	530
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	326	614	176	124	392	214	246	896	292	197	918	102	4497
APPROACH %'s :	29.21%	55.02%	15.77%	16.99%	53.70%	29.32%	17.15%	62.48%	20.36%	16.19%	75.43%	8.38%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	163	317	100	68	205	120	128	501	148	93	501	53	2397
PEAK HR FACTOR :		0.960			0.885			0.895			0.919		0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-006 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

AM

NS/EW Streets:	Steckel Dr			Steckel Dr			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
7:00 AM	0	3	11	4	9	8	2	23	3	9	34	3	109
7:15 AM	5	12	12	6	16	12	6	31	10	15	47	2	174
7:30 AM	15	21	25	11	23	7	1	50	9	30	40	1	233
7:45 AM	14	12	31	11	24	15	3	48	25	46	68	4	301
8:00 AM	17	14	15	5	19	11	4	51	24	15	60	1	236
8:15 AM	3	5	10	5	10	7	5	38	18	11	30	4	146
8:30 AM	2	8	9	5	8	8	7	31	17	5	34	2	136
8:45 AM	4	8	8	4	8	1	3	53	12	17	33	1	152

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	60	83	121	51	117	69	31	325	118	148	346	18	1487
APPROACH %'s :	22.73%	31.44%	45.83%	21.52%	49.37%	29.11%	6.54%	68.57%	24.89%	28.91%	67.58%	3.52%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	51	59	83	33	82	45	14	180	68	106	215	8	944
PEAK HR FACTOR :		0.791			0.800			0.829			0.697		0.784

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-006 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

PM

NS/EW Streets:	Steckel Dr			Steckel Dr			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
4:00 PM	6	18	26	1	14	18	18	76	11	14	63	3	268
4:15 PM	5	15	16	3	8	12	14	83	11	20	59	3	249
4:30 PM	4	14	15	3	19	5	16	85	18	9	63	4	255
4:45 PM	6	16	13	6	15	9	7	70	12	20	41	3	218
5:00 PM	7	18	19	3	14	13	15	85	9	30	67	6	286
5:15 PM	9	18	18	3	11	5	15	81	16	21	43	3	243
5:30 PM	10	21	10	3	15	11	16	97	14	9	58	3	267
5:45 PM	8	17	14	9	17	7	24	85	5	18	49	5	258
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	55	137	131	31	113	80	125	662	96	141	443	30	2044
APPROACH %'s :	17.03%	42.41%	40.56%	13.84%	50.45%	35.71%	14.16%	74.97%	10.87%	22.96%	72.15%	4.89%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	34	74	61	18	57	36	70	348	44	78	217	17	1054
PEAK HR FACTOR :		0.939			0.841			0.909			0.757		0.921

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-007 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

AM

NS/EW Streets:	Steckel Dr			Steckel Dr			Harvard Blvd			Harvard Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
7:00 AM	5	1	6	13	3	11	6	50	1	7	50	10	163
7:15 AM	8	5	6	14	6	13	18	74	4	1	62	18	229
7:30 AM	8	19	21	24	3	19	15	71	1	8	65	55	309
7:45 AM	13	10	23	36	8	19	16	82	1	9	90	66	373
8:00 AM	7	3	10	29	18	22	12	89	3	7	84	34	318
8:15 AM	6	4	9	14	4	8	6	83	3	3	59	13	212
8:30 AM	2	1	5	15	2	7	11	57	7	13	61	16	197
8:45 AM	5	3	6	16	4	7	8	79	3	0	61	13	205

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	54	46	86	161	48	106	92	585	23	48	532	225	2006
APPROACH %'s :	29.03%	24.73%	46.24%	51.11%	15.24%	33.65%	13.14%	83.57%	3.29%	5.96%	66.09%	27.95%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	36	37	60	103	35	73	61	316	9	25	301	173	1229
PEAK HR FACTOR :		0.693			0.764			0.928			0.756		0.824

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-007 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

PM

NS/EW Streets:	Steckel Dr			Steckel Dr			Harvard Blvd			Harvard Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
4:00 PM	6	4	7	20	6	13	29	127	17	11	88	22	350
4:15 PM	7	4	11	16	3	12	15	107	10	9	103	21	318
4:30 PM	7	4	9	28	10	10	15	160	6	12	96	20	377
4:45 PM	7	6	17	21	7	11	15	138	5	17	125	27	396
5:00 PM	4	6	20	15	13	22	19	142	8	21	105	29	404
5:15 PM	5	9	14	19	4	14	28	125	10	10	122	33	393
5:30 PM	4	2	12	20	9	17	18	129	15	9	113	30	378
5:45 PM	4	3	13	19	6	14	17	114	5	15	113	22	345
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	44	38	103	158	58	113	156	1042	76	104	865	204	2961
APPROACH %'s :	23.78%	20.54%	55.68%	48.02%	17.63%	34.35%	12.24%	81.79%	5.97%	8.87%	73.74%	17.39%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	20	23	63	75	33	64	80	534	38	57	465	119	1571
PEAK HR FACTOR :		0.883			0.860			0.964			0.948		0.972

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-008 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

AM

NS/EW Streets:	Peck Rd			Peck Rd			Telegraph Rd - Harvard Blvd			Telegraph Rd - Harvard Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	0.5	0.5	1	2	0	1	1	1	
7:00 AM	5	21	21	3	60	15	10	27	14	38	33	7	254
7:15 AM	8	23	34	6	79	25	18	31	32	51	39	11	357
7:30 AM	6	41	40	11	81	26	19	28	21	60	40	17	390
7:45 AM	11	54	38	17	73	30	27	38	19	40	51	50	448
8:00 AM	10	32	40	18	108	28	22	39	17	55	61	10	440
8:15 AM	7	26	46	5	47	17	22	31	10	39	36	7	293
8:30 AM	14	27	40	3	59	22	11	24	9	38	29	8	284
8:45 AM	8	28	38	6	37	15	17	33	13	43	18	1	257
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	69	252	297	69	544	178	146	251	135	364	307	111	2723
APPROACH %'s :	11.17%	40.78%	48.06%	8.72%	68.77%	22.50%	27.44%	47.18%	25.38%	46.55%	39.26%	14.19%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	35	150	152	52	341	109	86	136	89	206	191	88	1635
PEAK HR FACTOR :		0.818			0.815			0.926			0.860		0.912

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-008 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

PM

NS/EW Streets:	Peck Rd			Peck Rd			Telegraph Rd - Harvard Blvd			Telegraph Rd - Harvard Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	0.5	0.5	1	2	0	1	1	1	
4:00 PM	12	56	101	4	38	19	28	59	17	41	27	2	404
4:15 PM	17	48	85	3	34	27	29	54	15	39	57	9	417
4:30 PM	14	59	104	5	45	20	40	88	20	50	28	7	480
4:45 PM	10	64	84	3	17	11	37	57	16	48	37	7	391
5:00 PM	7	60	89	7	35	28	36	81	25	47	48	10	473
5:15 PM	12	68	84	8	42	21	41	55	10	28	49	8	426
5:30 PM	14	66	110	6	43	14	36	54	22	49	41	6	461
5:45 PM	13	75	93	7	34	13	25	52	14	48	34	4	412
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	99	496	750	43	288	153	272	500	139	350	321	53	3464
APPROACH %'s :	7.36%	36.88%	55.76%	8.88%	59.50%	31.61%	29.86%	54.88%	15.26%	48.34%	44.34%	7.32%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	46	269	376	28	154	76	138	242	71	172	172	28	1772
PEAK HR FACTOR :		0.909			0.908			0.794			0.886		0.937

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-009 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

AM

NS/EW Streets:	Peck Rd			Peck Rd			Faulkner Rd			Faulkner Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	0	1	0	0	0	
7:00 AM	11	45			24	85	11		8				184
7:15 AM	21	56			34	113	16		12				252
7:30 AM	20	68			33	128	17		14				280
7:45 AM	22	64			36	100	34		14				270
8:00 AM	10	66			45	126	19		11				277
8:15 AM	35	57			20	81	14		20				227
8:30 AM	18	60			31	74	23		15				221
8:45 AM	13	50			19	72	22		9				185

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	150	466	0	0	242	779	156	0	103	0	0	0	1896
APPROACH %'s :	24.35%	75.65%	0.00%	0.00%	23.70%	76.30%	60.23%	0.00%	39.77%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	73	254	0	0	148	467	86	0	51	0	0	0	1079
PEAK HR FACTOR :		0.929			0.899			0.714			0.000		0.963

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-009 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

PM

NS/EW Streets:	Peck Rd			Peck Rd			Faulkner Rd			Faulkner Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	0	1	0	0	0	
4:00 PM	16	125			27	60	40		21				289
4:15 PM	16	124			34	64	27		21				286
4:30 PM	22	121			36	72	50		26				327
4:45 PM	14	132			32	50	40		13				281
5:00 PM	15	137			42	79	36		14				323
5:15 PM	13	146			31	52	30		19				291
5:30 PM	18	158			39	67	28		21				331
5:45 PM	18	152			31	63	37		19				320

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	132	1095	0	0	272	507	288	0	154	0	0	0	2448
APPROACH %'s :	10.76%	89.24%	0.00%	0.00%	34.92%	65.08%	65.16%	0.00%	34.84%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	64	593	0	0	143	261	131	0	73	0	0	0	1265
PEAK HR FACTOR :		0.933			0.835			0.911			0.000		0.955

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-010 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

AM

NS/EW Streets:	Peck Rd			Peck Rd			SR-126 EB Ramps - Acacia Way			SR-126 EB Ramps - Acacia Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0.5	1	0.5	0	2	0	
7:00 AM	5	0	0	8	11	13	33	0	6	0	10	22	108
7:15 AM	0	5	0	9	9	29	39	2	4	1	11	34	143
7:30 AM	2	7	1	13	13	20	47	1	2	1	23	34	164
7:45 AM	2	1	1	24	10	17	50	4	3	1	11	35	159
8:00 AM	2	6	2	27	6	20	52	1	5	3	7	15	146
8:15 AM	2	5	3	22	8	15	61	1	4	0	9	28	158
8:30 AM	0	3	2	17	5	23	50	3	5	2	5	20	135
8:45 AM	1	4	1	8	2	19	41	3	2	0	3	24	108
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	14	31	10	128	64	156	373	15	31	8	79	212	1121
APPROACH %'s :	25.45%	56.36%	18.18%	36.78%	18.39%	44.83%	89.02%	3.58%	7.40%	2.68%	26.42%	70.90%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	8	19	7	86	37	72	210	7	14	5	50	112	627
PEAK HR FACTOR :		0.850			0.920			0.875			0.720		0.956

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-010 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

PM

NS/EW Streets:	Peck Rd			Peck Rd			SR-126 EB Ramps - Acacia Way			SR-126 EB Ramps - Acacia Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0.5	1	0.5	0	2	0	
4:00 PM	4	11	1	20	11	19	125	14	0	4	4	9	222
4:15 PM	4	11	2	23	8	21	111	17	2	1	4	18	222
4:30 PM	9	12	1	23	4	34	107	8	3	1	4	23	229
4:45 PM	2	10	0	21	4	23	120	15	3	2	1	13	214
5:00 PM	1	11	0	19	3	31	132	13	1	0	6	17	234
5:15 PM	5	6	0	19	6	23	136	13	0	0	4	16	228
5:30 PM	2	7	3	26	2	35	143	22	1	1	3	25	270
5:45 PM	0	2	1	31	0	20	139	15	0	0	8	26	242
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	27	70	8	182	38	206	1013	117	10	9	34	147	1861
APPROACH %'s :	25.71%	66.67%	7.62%	42.72%	8.92%	48.36%	88.86%	10.26%	0.88%	4.74%	17.89%	77.37%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	8	26	4	95	11	109	550	63	2	1	21	84	974
PEAK HR FACTOR :		0.792			0.853			0.926			0.779		0.902

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-011 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

AM

NS/EW Streets:	SR-126 WB Ramps			SR-126 WB Ramps			Faulkner Rd			Faulkner Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	2	0	1	2	0	1	2	0	
7:00 AM	4	2	15	2	1		0	2	1	92	2	2	123
7:15 AM	2	4	23	1	2		0	7	1	130	2	1	173
7:30 AM	2	0	18	3	1		0	8	0	143	6	2	183
7:45 AM	4	5	43	3	4		0	5	4	100	8	13	189
8:00 AM	9	4	23	2	1		0	5	3	121	8	10	186
8:15 AM	5	4	20	6	2		0	6	6	84	21	9	163
8:30 AM	6	0	19	6	4		0	12	2	76	9	9	143
8:45 AM	2	3	13	9	1		1	10	7	64	7	13	130
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	34	22	174	32	16	0	1	55	24	810	63	59	1290
APPROACH %'s :	14.78%	9.57%	75.65%	66.67%	33.33%	0.00%	1.25%	68.75%	30.00%	86.91%	6.76%	6.33%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	17	13	107	9	8	0	0	25	8	494	24	26	731
PEAK HR FACTOR :		0.659			0.607			0.917			0.901		0.967

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-011 **Day:** Wednesday

City: Santa Paula **Date:** 3/5/2014

PM

NS/EW Streets:	SR-126 WB Ramps			SR-126 WB Ramps			Faulkner Rd			Faulkner Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0.5	0.5	1	0	2	0	1	2	0	1	2	0	
4:00 PM	8	5	35	11	0	0	0	16	2	49	16	13	155
4:15 PM	5	5	21	12	3	0	1	13	1	58	6	12	137
4:30 PM	3	6	35	17	3	0	0	25	6	66	9	20	190
4:45 PM	7	3	31	11	2	1	0	9	2	47	11	9	133
5:00 PM	4	7	26	11	5	0	1	15	6	71	12	7	165
5:15 PM	1	5	24	10	2	0	0	14	9	49	8	12	134
5:30 PM	2	7	25	14	3	0	1	12	3	60	5	14	146
5:45 PM	3	7	31	13	5	0	1	9	2	57	11	16	155
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	45	228	99	23	1	4	113	31	457	78	103	1215
APPROACH %'s :	10.78%	14.71%	74.51%	80.49%	18.70%	0.81%	2.70%	76.35%	20.95%	71.63%	12.23%	16.14%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	19	21	113	51	13	1	2	62	15	242	38	48	625
PEAK HR FACTOR :		0.869			0.813			0.637			0.863		0.822

CONTROL : 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-012 **Day:** Tuesday

City: Santa Paula **Date:** 8/26/2014

AM

NS/EW Streets:	Beckwith Rd			Beckwith Rd			Telegraph Rd			Telegraph Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	3		4	14		16	4	25	1	0	39	4	110
7:15 AM	1		3	13		21	3	30	3	3	73	9	159
7:30 AM	0		3	32		27	6	45	2	2	75	11	203
7:45 AM	0		2	9		15	12	49	4	6	37	13	147
8:00 AM	0		1	13		5	4	32	3	6	36	16	116
8:15 AM	1		0	9		8	1	26	1	2	37	8	93
8:30 AM	0		0	9		5	2	26	3	1	27	8	81
8:45 AM	0		2	10		9	0	16	1	0	41	2	81
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	0	15	109	0	106	32	249	18	20	365	71	990
APPROACH %'s :	25.00%	0.00%	75.00%	50.70%	0.00%	49.30%	10.70%	83.28%	6.02%	4.39%	80.04%	15.57%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	1	0	9	67	0	68	25	156	12	17	221	49	625
PEAK HR FACTOR :	0.625			0.572			0.742			0.815			0.770

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-012 **Day:** Tuesday

City: Santa Paula **Date:** 8/26/2014

PM

NS/EW Streets:	Beckwith Rd			Beckwith Rd			Telegraph Rd			Telegraph Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	0	4	9	1	4	10	100	0	3	31	10	172
4:15 PM	4	0	2	9	0	6	9	74	3	1	53	6	167
4:30 PM	2	1	2	11	0	6	9	117	1	1	34	13	197
4:45 PM	2	0	5	16	0	6	19	87	0	1	33	12	181
5:00 PM	0	0	3	14	0	5	17	86	0	1	36	19	181
5:15 PM	2	0	3	20	0	2	16	71	0	1	37	17	169
5:30 PM	0	0	0	13	0	5	14	73	1	0	27	19	152
5:45 PM	1	0	1	23	1	7	6	56	0	1	35	19	150
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	11	1	20	115	2	41	100	664	5	9	286	115	1369
APPROACH %'s :	34.38%	3.13%	62.50%	72.78%	1.27%	25.95%	13.00%	86.35%	0.65%	2.20%	69.76%	28.05%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	6	1	13	61	0	19	61	361	1	4	140	61	728
PEAK HR FACTOR :	0.714			0.909			0.833			0.915			0.924

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-013 **Day:** Tuesday

City: Santa Paula **Date:** 8/26/2014

AM

NS/EW Streets:	Briggs Rd			Briggs Rd			Telegraph Rd			Telegraph Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	13	3	10	2	5	3	1	14	6	21	33	1	112
7:15 AM	14	2	7	1	7	1	0	14	7	34	56	4	147
7:30 AM	14	5	6	4	32	5	2	15	11	45	66	26	231
7:45 AM	11	11	16	10	24	1	3	27	19	46	38	34	240
8:00 AM	18	8	10	12	8	2	1	33	16	15	25	2	150
8:15 AM	7	5	9	0	4	0	0	21	5	14	38	2	105
8:30 AM	14	2	4	2	5	2	2	21	5	12	23	0	92
8:45 AM	9	6	5	0	4	0	3	21	6	11	31	1	97
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	100	42	67	31	89	14	12	166	75	198	310	70	1174
APPROACH %'s :	47.85%	20.10%	32.06%	23.13%	66.42%	10.45%	4.74%	65.61%	29.64%	34.26%	53.63%	12.11%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	57	26	39	27	71	9	6	89	53	140	185	66	768
PEAK HR FACTOR :	0.803			0.652			0.740			0.714			0.800

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-013 **Day:** Tuesday

City: Santa Paula **Date:** 8/26/2014

PM

NS/EW Streets:	Briggs Rd			Briggs Rd			Telegraph Rd			Telegraph Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	4	3	20	5	9	1	3	78	18	11	27	4	183
4:15 PM	7	8	11	4	5	2	5	65	12	17	33	5	174
4:30 PM	6	9	17	13	4	1	3	91	15	11	30	3	203
4:45 PM	5	10	25	7	11	0	6	76	14	11	21	7	193
5:00 PM	6	14	29	7	5	0	4	70	12	19	27	2	195
5:15 PM	7	11	17	3	7	0	4	68	10	16	18	1	162
5:30 PM	7	13	21	0	6	1	8	61	8	15	24	3	167
5:45 PM	6	5	16	1	2	0	3	38	15	11	23	0	120
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	48	73	156	40	49	5	36	547	104	111	203	25	1397
APPROACH %'s :	17.33%	26.35%	56.32%	42.55%	52.13%	5.32%	5.24%	79.62%	15.14%	32.74%	59.88%	7.37%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	24	41	82	31	25	3	18	302	53	58	111	17	765
PEAK HR FACTOR :		0.750			0.819			0.856			0.845		0.942

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-014 **Day:** Tuesday

City: Santa Paula **Date:** 8/26/2014

AM

NS/EW Streets:	Briggs Rd			Briggs Rd			Faulkner Rd			Faulkner Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	1	20	2	1	22	0				4		4	54
7:15 AM	1	26	2	0	28	1				2		2	62
7:30 AM	0	34	4	2	48	0				4		4	96
7:45 AM	2	53	5	3	43	0				5		5	116
8:00 AM	1	33	2	5	38	0				1		2	82
8:15 AM	2	24	3	0	22	1				5		1	58
8:30 AM	2	25	3	0	21	1				4		1	57
8:45 AM	0	22	5	0	19	0				1		3	50
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	9	237	26	11	241	3	0	0	0	26	0	22	575
APPROACH %'s :	3.31%	87.13%	9.56%	4.31%	94.51%	1.18%	#DIV/0!	#DIV/0!	#DIV/0!	54.17%	0.00%	45.83%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	4	146	13	10	157	1	0	0	0	12	0	13	356
PEAK HR FACTOR :		0.679			0.840			0.000			0.625		0.767

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-014 **Day:** Tuesday

City: Santa Paula **Date:** 8/26/2014

PM

NS/EW Streets:	Briggs Rd			Briggs Rd			Faulkner Rd			Faulkner Rd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	0	25	5	0	43	1	3		6	1		1	85
4:15 PM	1	29	4	1	28	0	0		0	4		0	67
4:30 PM	0	31	5	1	30	0	0		1	1		3	72
4:45 PM	0	37	6	0	32	0	0		1	3		2	81
5:00 PM	1	45	6	2	29	0	1		0	4		1	89
5:15 PM	1	36	3	7	19	0	1		2	3		3	75
5:30 PM	0	43	4	4	22	0	0		1	1		1	76
5:45 PM	1	29	8	1	26	0	0		0	2		0	67
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	275	41	16	229	1	5	0	11	19	0	11	612
APPROACH %'s :	1.25%	85.94%	12.81%	6.50%	93.09%	0.41%	31.25%	0.00%	68.75%	63.33%	0.00%	36.67%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	2	161	19	13	102	0	2	0	4	11	0	7	321
PEAK HR FACTOR :		0.875			0.898			0.500			0.750		0.902

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-015 **Day:** Tuesday

City: Santa Paula **Date:** 8/26/2014

AM

NS/EW Streets:	Briggs Rd			Briggs Rd			I-126 WB Ramps			I-126 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM		12	6	21	6					5		10	60
7:15 AM		17	10	20	10					5		14	76
7:30 AM		14	6	36	16					7		27	106
7:45 AM		26	5	30	20					11		30	122
8:00 AM		23	4	20	17					7		12	83
8:15 AM		24	7	18	6					4		7	66
8:30 AM		21	6	17	10					5		7	66
8:45 AM		18	7	14	6					3		9	57
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	155	51	176	91	0	0	0	0	47	0	116	636
APPROACH %'s :	0.00%	75.24%	24.76%	65.92%	34.08%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	28.83%	0.00%	71.17%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	80	25	106	63	0	0	0	0	30	0	83	387
PEAK HR FACTOR :		0.847			0.813			0.000			0.689		0.793

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-015 **Day:** Tuesday

City: Santa Paula **Date:** 8/26/2014

PM

NS/EW Streets:	Briggs Rd			Briggs Rd			I-126 WB Ramps			I-126 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM		25	17	24	25					5		2	98
4:15 PM		19	11	19	15					7		16	87
4:30 PM		26	9	19	16					4		12	86
4:45 PM		36	13	18	17					5		9	98
5:00 PM		38	16	21	13					5		13	106
5:15 PM		27	14	8	13					6		14	82
5:30 PM		38	11	13	10					3		9	84
5:45 PM		25	5	12	17					3		9	71
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	234	96	134	126	0	0	0	0	38	0	84	712
APPROACH %'s :	0.00%	70.91%	29.09%	51.54%	48.46%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	31.15%	0.00%	68.85%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	119	49	77	61	0	0	0	0	21	0	50	377
PEAK HR FACTOR :		0.778			0.986			0.000			0.772		0.889

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-016 **Day:** Tuesday

City: Santa Paula **Date:** 8/26/2014

AM

NS/EW Streets:	Briggs Rd			Briggs Rd			I-126 EB Ramps			I-126 EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	1	11			8	3	9		8				40
7:15 AM	4	7			10	6	16		5				48
7:30 AM	6	12			9	14	11		7				59
7:45 AM	5	6			18	14	24		14				81
8:00 AM	6	5			9	13	23		6				62
8:15 AM	3	8			7	4	22		14				58
8:30 AM	1	10			11	5	19		6				52
8:45 AM	3	12			3	3	13		16				50
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	29	71	0	0	75	62	137	0	76	0	0	0	450
APPROACH %'s :	29.00%	71.00%	0.00%	0.00%	54.74%	45.26%	64.32%	0.00%	35.68%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	20	31	0	0	43	45	80	0	41	0	0	0	260
PEAK HR FACTOR :	0.708			0.688			0.796			0.000			0.802

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5533-016 **Day:** Tuesday

City: Santa Paula **Date:** 8/26/2014

PM

NS/EW Streets:	Briggs Rd			Briggs Rd			I-126 EB Ramps			I-126 EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	4	17			6	24	28		10				89
4:15 PM	7	12			4	15	19		4				61
4:30 PM	2	7			6	13	25		11				64
4:45 PM	9	18			6	16	34		5				88
5:00 PM	13	21			4	16	31		3				88
5:15 PM	5	16			9	12	24		2				68
5:30 PM	1	12			2	10	34		7				66
5:45 PM	4	8			7	13	26		0				58
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	45	111	0	0	44	119	221	0	42	0	0	0	582
APPROACH %'s :	28.85%	71.15%	0.00%	0.00%	26.99%	73.01%	84.03%	0.00%	15.97%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	28	67	0	0	21	54	123	0	17	0	0	0	310
PEAK HR FACTOR :		0.699			0.852			0.854			0.000		0.881

CONTROL : 0

APPENDIX C:
INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **1 10th Street (SR-150) & Harvard Boulevard**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	111	0	0.000	N-S(1):	0.294
	TH	1.00	582	1,600	0.433 *	N-S(2):	0.452 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.300 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.257
	TH	1.00	302	1,600	0.199		
	LT	1.00	168	1,600	0.105 *	V/C:	0.752
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.000
	TH	1.00	340	1,600	0.280	ITS:	0.000
	LT	0.00	30	1,600	0.019 *		
Eastbound	RT	0.00	94	0	0.000	ICU:	0.752
	TH	1.00	218	1,600	0.195 *		
	LT	1.00	92	1,600	0.058	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	135	0	0.000	N-S(1):	0.442 *
	TH	1.00	378	1,600	0.321	N-S(2):	0.345
	LT	1.00	28	1,600	0.018 *	E-W(1):	0.322 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.310
	TH	1.00	341	1,600	0.231		
	LT	1.00	146	1,600	0.091 *	V/C:	0.764
Northbound	RT	0.00	134	0	0.000	Lost Time:	0.000
	TH	1.00	506	1,600	0.424 *	ITS:	0.000
	LT	0.00	39	1,600	0.024		
Eastbound	RT	0.00	70	0	0.000	ICU:	0.764
	TH	1.00	300	1,600	0.231 *		
	LT	1.00	126	1,600	0.079	LOS:	C

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **2 8th Street & Main Street**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	62	0	0.000	N-S(1):	0.122
	TH	1.00	164	1,600	0.141 *	N-S(2):	0.155 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.161 *
Westbound	RT	0.00	22	0	0.000	E-W(2):	0.154
	TH	1.00	160	1,600	0.124		
	LT	0.00	16	1,600	0.010 *	V/C:	0.316
Northbound	RT	0.00	26	0	0.000	Lost Time:	0.000
	TH	1.00	124	1,600	0.094	ITS:	0.000
	LT	1.00	22	1,600	0.014 *		
Eastbound	RT	1.00	31	1,600	0.006	ICU:	0.316
	TH	1.00	194	1,600	0.151 *		
	LT	0.00	48	1,600	0.030	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	51	0	0.000	N-S(1):	0.160 *
	TH	1.00	100	1,600	0.094	N-S(2):	0.115
	LT	1.00	34	1,600	0.021 *	E-W(1):	0.229 *
Westbound	RT	0.00	41	0	0.000	E-W(2):	0.211
	TH	1.00	200	1,600	0.168		
	LT	0.00	27	1,600	0.017 *	V/C:	0.389
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.000
	TH	1.00	162	1,600	0.139 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	55	1,600	0.014	ICU:	0.389
	TH	1.00	270	1,600	0.212 *		
	LT	0.00	69	1,600	0.043	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **3 8th Street & Harvard Boulevard**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.027	N-S(1):	0.064 *
	TH	1.00	22	1,600	0.050	N-S(2):	0.053
	LT	0.00	58	1,600	0.036 *	E-W(1):	0.111
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.197 *
	TH	2.00	407	3,200	0.136 *		
	LT	1.00	14	1,600	0.009	V/C:	0.261
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.000
	TH	1.00	24	1,600	0.028 *	ITS:	0.000
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	7	0	0.000	ICU:	0.261
	TH	2.00	319	3,200	0.102		
	LT	1.00	97	1,600	0.061 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	97	1,600	0.000	N-S(1):	0.094 *
	TH	1.00	20	1,600	0.043	N-S(2):	0.046
	LT	0.00	49	1,600	0.031 *	E-W(1):	0.164
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.257 *
	TH	2.00	511	3,200	0.174 *		
	LT	1.00	15	1,600	0.009	V/C:	0.351
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.000
	TH	1.00	62	1,600	0.063 *	ITS:	0.000
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	1	0	0.000	ICU:	0.351
	TH	2.00	495	3,200	0.155		
	LT	1.00	132	1,600	0.083 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **4 Palm Avenue & Main Street**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.128
	TH	1.00	301	1,600	0.226 *	N-S(2):	0.264 *
	LT	0.00	23	1,600	0.014	E-W(1):	0.193 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.132
	TH	1.00	147	1,600	0.103		
	LT	1.00	91	1,600	0.057 *	V/C:	0.457
Northbound	RT	1.00	144	1,600	0.033	Lost Time:	0.000
	TH	1.00	182	1,600	0.114	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	1.00	89	1,600	0.018	ICU:	0.457
	TH	1.00	218	1,600	0.136 *		
	LT	1.00	47	1,600	0.029	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	37	0	0.000	N-S(1):	0.161
	TH	1.00	205	1,600	0.158 *	N-S(2):	0.186 *
	LT	0.00	11	1,600	0.007	E-W(1):	0.244 *
Westbound	RT	0.00	21	0	0.000	E-W(2):	0.153
	TH	1.00	175	1,600	0.123		
	LT	1.00	108	1,600	0.068 *	V/C:	0.430
Northbound	RT	1.00	195	1,600	0.054	Lost Time:	0.000
	TH	1.00	247	1,600	0.154	ITS:	0.000
	LT	1.00	45	1,600	0.028 *		
Eastbound	RT	1.00	69	1,600	0.015	ICU:	0.430
	TH	1.00	281	1,600	0.176 *		
	LT	1.00	48	1,600	0.030	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **5 Palm Avenue & Harvard Boulevard**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	123	0	0.000	N-S(1):	0.188
	TH	1.00	324	1,600	0.279 *	N-S(2):	0.352 *
	LT	1.00	46	1,600	0.029	E-W(1):	0.186
Westbound	RT	1.00	62	1,600	0.010	E-W(2):	0.187 *
	TH	2.00	408	3,200	0.128 *		
	LT	1.00	128	1,600	0.080	V/C:	0.539
Northbound	RT	0.00	67	0	0.000	Lost Time:	0.000
	TH	1.00	187	1,600	0.159	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	1.00	131	1,600	0.009	ICU:	0.539
	TH	2.00	339	3,200	0.106		
	LT	1.00	94	1,600	0.059 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.304
	TH	1.00	205	1,600	0.203 *	N-S(2):	0.305 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.215
Westbound	RT	1.00	53	1,600	0.000	E-W(2):	0.237 *
	TH	2.00	501	3,200	0.157 *		
	LT	1.00	93	1,600	0.058	V/C:	0.542
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.000
	TH	1.00	317	1,600	0.261	ITS:	0.000
	LT	1.00	163	1,600	0.102 *		
Eastbound	RT	1.00	148	1,600	0.000	ICU:	0.542
	TH	2.00	501	3,200	0.157		
	LT	1.00	128	1,600	0.080 *	LOS:	A

* - Denotes critical movement

EXISTING AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.293
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	51	59	83	33	82	45	14	180	68	106	215	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	59	83	33	82	45	14	180	68	106	215	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	59	83	33	82	45	14	180	68	106	215	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	59	83	33	82	45	14	180	68	106	215	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	59	83	33	82	45	14	180	68	106	215	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.61	0.86	0.21	0.51	0.28	0.11	1.37	0.52	0.64	1.31	0.05
Final Sat.:	274	328	510	113	282	155	61	805	318	361	765	29
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.16	0.29	0.29	0.29	0.23	0.22	0.21	0.29	0.28	0.28
Crit Moves:	****				****		****			****		
Delay/Veh:	10.6	10.3	9.4	11.5	11.5	11.5	10.4	10.2	9.7	11.3	10.8	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.3	9.4	11.5	11.5	11.5	10.4	10.2	9.7	11.3	10.8	10.6
LOS by Move:	B	B	A	B	B	B	B	B	A	B	B	B
ApproachDel:	10.0			11.5			10.1			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			11.5			10.1			11.0		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.3	0.2	0.2	0.4	0.3	0.3

Note: Queue reported is the number of cars per lane.

EXISTING PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	34	74	61	18	57	36	70	348	44	78	217	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	74	61	18	57	36	70	348	44	78	217	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	74	61	18	57	36	70	348	44	78	217	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	74	61	18	57	36	70	348	44	78	217	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	74	61	18	57	36	70	348	44	78	217	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.88	0.72	0.16	0.52	0.32	0.30	1.51	0.19	0.50	1.39	0.11
Final Sat.:	201	452	399	84	267	168	180	918	119	281	810	65
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.15	0.21	0.21	0.21	0.39	0.38	0.37	0.28	0.27	0.26
Crit Moves:	****				****		****			****		
Delay/Veh:	10.7	10.4	9.8	11.1	11.1	11.1	12.2	11.8	11.5	11.1	10.7	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.4	9.8	11.1	11.1	11.1	12.2	11.8	11.5	11.1	10.7	10.5
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
ApproachDel:	10.3			11.1			11.8			10.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			11.1			11.8			10.8		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.6	0.5	0.5	0.4	0.3	0.3

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **7 Steckel Drive & Harvard Boulevard**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	73	0	0.000	N-S(1):	0.147
	TH	1.00	35	1,600	0.132 *	N-S(2):	0.155 *
	LT	0.00	103	1,600	0.064	E-W(1):	0.118
Westbound	RT	0.00	173	0	0.000	E-W(2):	0.186 *
	TH	2.00	301	3,200	0.148 *		
	LT	1.00	25	1,600	0.016	V/C:	0.341
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.000
	TH	1.00	37	1,600	0.083	ITS:	0.000
	LT	0.00	36	1,600	0.023 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.341
	TH	2.00	316	3,200	0.102		
	LT	1.00	61	1,600	0.038 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	64	0	0.000	N-S(1):	0.113
	TH	1.00	33	1,600	0.108 *	N-S(2):	0.121 *
	LT	0.00	75	1,600	0.047	E-W(1):	0.215
Westbound	RT	0.00	119	0	0.000	E-W(2):	0.233 *
	TH	2.00	465	3,200	0.183 *		
	LT	1.00	57	1,600	0.036	V/C:	0.354
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.000
	TH	1.00	23	1,600	0.066	ITS:	0.000
	LT	0.00	20	1,600	0.013 *		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.354
	TH	2.00	534	3,200	0.179		
	LT	1.00	80	1,600	0.050 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Harvard Boulevard**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	109	0	0.000	N-S(1):	0.127
	TH	1.00	341	1,600	0.281 *	N-S(2):	0.303 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.199 *
Westbound	RT	1.00	88	1,600	0.023	E-W(2):	0.173
	TH	1.00	191	1,600	0.119		
	LT	1.00	206	1,600	0.129 *	V/C:	0.502
Northbound	RT	1.00	152	1,600	0.000	Lost Time:	0.000
	TH	1.00	150	1,600	0.094	ITS:	0.000
	LT	1.00	35	1,600	0.022 *		
Eastbound	RT	0.00	89	0	0.000	ICU:	0.502
	TH	2.00	136	3,200	0.070 *		
	LT	1.00	86	1,600	0.054	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.186 *
	TH	1.00	154	1,600	0.144	N-S(2):	0.173
	LT	1.00	28	1,600	0.018 *	E-W(1):	0.206 *
Westbound	RT	1.00	28	1,600	0.000	E-W(2):	0.194
	TH	1.00	172	1,600	0.108		
	LT	1.00	172	1,600	0.108 *	V/C:	0.392
Northbound	RT	1.00	376	1,600	0.128	Lost Time:	0.000
	TH	1.00	269	1,600	0.168 *	ITS:	0.000
	LT	1.00	46	1,600	0.029		
Eastbound	RT	0.00	71	0	0.000	ICU:	0.392
	TH	2.00	242	3,200	0.098 *		
	LT	1.00	138	1,600	0.086	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Main (as Part of Intersection 8)**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.023 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	36	1,600	0.023 *	E-W(1):	0.144 *
Westbound	RT	1.00	58	1,600	0.014	E-W(2):	0.014
	TH	0.00	0	0	0.000		
	LT	1.00	230	1,600	0.144 *	V/C:	0.167
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.167
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.013 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.078 *
Westbound	RT	1.00	18	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	125	1,600	0.078 *	V/C:	0.091
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.091
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **9 Peck Road & Faulkner Road**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	467	1,600	0.238 *	N-S(1):	0.159
	TH	1.00	148	1,600	0.093	N-S(2):	0.284 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.054 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.338
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	254	1,600	0.159	ITS:	0.000
	LT	1.00	73	1,600	0.046 *		
Eastbound	RT	1.00	51	1,600	0.000	ICU:	0.338
	TH	0.00	0	0	0.000		
	LT	1.00	86	1,600	0.054 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	261	1,600	0.081	N-S(1):	0.371 *
	TH	1.00	143	1,600	0.089	N-S(2):	0.129
	LT	0.00	0	0	0.000 *	E-W(1):	0.006
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.082 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.453
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	593	1,600	0.371 *	ITS:	0.000
	LT	1.00	64	1,600	0.040		
Eastbound	RT	1.00	73	1,600	0.006	ICU:	0.453
	TH	0.00	0	0	0.000		
	LT	1.00	131	1,600	0.082 *	LOS:	A

* - Denotes critical movement

EXISTING AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0		0 0 1!	0 0		0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	8	19	7	86	37	72	210	7	14	5	50	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	19	7	86	37	72	210	7	14	5	50	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	19	7	86	37	72	210	7	14	5	50	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	19	7	86	37	72	210	7	14	5	50	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	19	7	86	37	72	210	7	14	5	50	112
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.56	0.21	0.44	0.19	0.37	1.00	0.88	0.12	0.06	0.94	1.00
Final Sat.:	154	365	134	313	134	262	612	597	82	39	609	747
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.28	0.28	0.28	0.34	0.01	0.17	0.13	0.08	0.15
Crit Moves:	****			****			****					****
Delay/Veh:	8.3	8.3	8.3	9.5	9.5	9.5	11.3	8.0	8.0	8.5	8.5	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.3	8.3	8.3	9.5	9.5	9.5	11.3	8.0	8.0	8.5	8.5	8.1
LOS by Move:	A	A	A	A	A	A	B	A	A	A	A	A
ApproachDel:	8.3			9.5			11.0			8.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			9.5			11.0			8.2		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.5	0.0	0.0	0.1	0.2	0.2

Note: Queue reported is the number of cars per lane.

EXISTING PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	26.1
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	8	26	4	95	11	109	550	63	2	1	21	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	26	4	95	11	109	550	63	2	1	21	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	26	4	95	11	109	550	63	2	1	21	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	26	4	95	11	109	550	63	2	1	21	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	26	4	95	11	109	550	63	2	1	21	84
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.68	0.11	0.44	0.05	0.51	1.00	0.99	0.01	0.02	0.98	1.00
Final Sat.:	116	377	58	272	31	312	613	664	4	11	564	648
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.35	0.35	0.35	0.90	0.09	0.46	0.09	0.04	0.13
Crit Moves:	****				****		****					****
Delay/Veh:	9.6	9.6	9.6	11.4	11.4	11.4	38.5	8.6	8.6	8.9	8.9	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	11.4	11.4	11.4	38.5	8.6	8.6	8.9	8.9	8.7
LOS by Move:	A	A	A	B	B	B	E	A	A	A	A	A
ApproachDel:	9.6			11.4			35.3			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			11.4			35.3			8.7		
LOS by Appr:	A			B			E			A		
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.5	0.5	5.1	0.1	0.1	0.0	0.1	0.1

Note: Queue reported is the number of cars per lane.

EXISTING AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	19.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	17	13	107	9	8	0	0	25	8	494	24	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	13	107	9	8	0	0	25	8	494	24	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	13	107	9	8	0	0	25	8	494	24	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	13	107	9	8	0	0	25	8	494	24	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	13	107	9	8	0	0	25	8	494	24	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.43	1.00	1.00	1.00	0.00	1.00	1.52	0.48	1.00	1.00	1.00
Final Sat.:	300	229	620	495	532	0	509	847	280	643	699	808
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.17	0.02	0.02	xxxx	0.00	0.03	0.03	0.77	0.03	0.03
Crit Moves:			****	****				****		****		
Delay/Veh:	9.4	9.4	9.1	9.6	9.0	0.0	0.0	8.9	8.7	23.9	7.9	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.1	9.6	9.0	0.0	0.0	8.9	8.7	23.9	7.9	7.2
LOS by Move:	A	A	A	A	A	*	*	A	A	C	A	A
ApproachDel:	9.2			9.3			8.8			22.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			9.3			8.8			22.4		
LOS by Appr:	A			A			A			C		
AllWayAvgQ:	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0

Note: Queue reported is the number of cars per lane.

EXISTING PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	19	21	113	51	13	1	2	62	15	242	38	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	21	113	51	13	1	2	62	15	242	38	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	21	113	51	13	1	2	62	15	242	38	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	21	113	51	13	1	2	62	15	242	38	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	21	113	51	13	1	2	62	15	242	38	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	1.00	0.97	0.03	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	275	304	685	545	572	18	537	952	237	602	653	748
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.17	0.09	0.02	0.06	0.00	0.07	0.06	0.40	0.06	0.06
Crit Moves:			****	****				****		****		
Delay/Veh:	9.0	9.0	8.6	9.5	8.6	8.6	9.1	8.8	8.6	12.2	8.3	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	8.6	9.5	8.6	8.6	9.1	8.8	8.6	12.2	8.3	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	B	A	A
ApproachDel:	8.7			9.3			8.8			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			9.3			8.8			11.1		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.1	0.1	0.6	0.1	0.1

Note: Queue reported is the number of cars per lane.

EXISTING AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[11.6]

Street Name:	Beckwith Road						Telegraph Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	1	0	9	67	0	68	25	156	12	17	221	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	9	67	0	68	25	156	12	17	221	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	9	67	0	68	25	156	12	17	221	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	9	67	0	68	25	156	12	17	221	49
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	526	516	162	472	473	221	270	xxxx	xxxxx	168	xxxx	xxxxx
Potent Cap.:	466	466	888	506	493	824	1305	xxxx	xxxxx	1422	xxxx	xxxxx
Move Cap.:	417	451	888	489	477	824	1305	xxxx	xxxxx	1422	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	0.14	0.00	0.08	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.5	xxxx	xxxxx	7.8	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	798	xxxxx	xxxx	xxxx	824	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.6	xxxxx	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	A	*	*	*	A	*	*
ApproachDel:	9.6			11.6			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

Note: Queue reported is the number of cars per lane.

EXISTING PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[14.8]

Street Name:	Beckwith Road						Telegraph Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	6	1	13	61	0	19	61	361	1	4	140	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	1	13	61	0	19	61	361	1	4	140	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	13	61	0	19	61	361	1	4	140	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	1	13	61	0	19	61	361	1	4	140	61
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	672	693	362	639	632	140	201	xxxx	xxxxx	362	xxxx	xxxxx
Potent Cap.:	373	370	688	392	400	913	1383	xxxx	xxxxx	1208	xxxx	xxxxx
Move Cap.:	352	352	688	370	381	913	1383	xxxx	xxxxx	1208	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.02	0.16	0.00	0.02	0.04	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	16.6	xxxx	xxxxx	7.7	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	515	xxxxx	xxxx	xxxx	913	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.3	xxxxx	xxxxx	xxxx	9.0	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	A	*	*	*	A	*	*
ApproachDel:	12.3			14.8			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **13 Briggs Road & Telegraph Road**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.093
	TH	1.00	71	1,600	0.067 *	N-S(2):	0.103 *
	LT	0.00	27	1,600	0.017	E-W(1):	0.177 *
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.161
	TH	1.00	185	1,600	0.157		
	LT	1.00	140	1,600	0.088 *	V/C:	0.280
Northbound	RT	0.00	39	0	0.000	Lost Time:	0.000
	TH	1.00	26	1,600	0.076	ITS:	0.000
	LT	0.00	57	1,600	0.036 *		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.280
	TH	1.00	89	1,600	0.089 *		
	LT	1.00	6	1,600	0.004	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.111 *
	TH	1.00	25	1,600	0.037	N-S(2):	0.052
	LT	0.00	31	1,600	0.019 *	E-W(1):	0.258 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.091
	TH	1.00	111	1,600	0.080		
	LT	1.00	58	1,600	0.036 *	V/C:	0.369
Northbound	RT	0.00	82	0	0.000	Lost Time:	0.000
	TH	1.00	41	1,600	0.092 *	ITS:	0.000
	LT	0.00	24	1,600	0.015		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.369
	TH	1.00	302	1,600	0.222 *		
	LT	1.00	18	1,600	0.011	LOS:	A

* - Denotes critical movement

EXISTING AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: A[9.9]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	146	13	10	157	1	0	0	0	12	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	146	13	10	157	1	0	0	0	12	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	146	13	10	157	1	0	0	0	12	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	146	13	10	157	1	0	0	0	12	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	158	xxxx	xxxxx	159	xxxx	xxxxx	345	345	158	338	339	153
Potent Cap.:	1434	xxxx	xxxxx	1433	xxxx	xxxxx	614	582	893	662	586	899
Move Cap.:	1434	xxxx	xxxxx	1433	xxxx	xxxxx	600	576	893	657	580	899
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	764	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			9.9		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

EXISTING PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: B[10.1]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	161	19	13	102	0	2	0	4	11	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	161	19	13	102	0	2	0	4	11	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	161	19	13	102	0	2	0	4	11	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	161	19	13	102	0	2	0	4	11	0	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	102	xxxx	xxxxx	180	xxxx	xxxxx	306	312	102	305	303	171
Potent Cap.:	1503	xxxx	xxxxx	1408	xxxx	xxxxx	650	606	959	652	614	879
Move Cap.:	1503	xxxx	xxxxx	1408	xxxx	xxxxx	640	600	959	644	607	879
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	822	xxxxx	xxxx	718	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.4			10.1		
ApproachLOS:	*			*			A			B		

Note: Queue reported is the number of cars per lane.

EXISTING AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[10.0]

Street Name:	Briggs Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	80	25	106	63	0	0	0	0	30	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	80	25	106	63	0	0	0	0	30	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	80	25	106	63	0	0	0	0	30	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	80	25	106	63	0	0	0	0	30	0	83
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	105	xxxx	xxxxx	xxxx	xxxx	xxxxx	368	368	93
Potent Cap.:	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx	xxxx	xxxx	xxxxx	636	565	970
Move Cap.:	xxxx	xxxx	xxxxx	1499	xxxx	xxxxx	xxxx	xxxx	xxxxx	600	522	970
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	834	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

EXISTING PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: A[10.0]

Street Name:	Briggs Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	119	49	77	61	0	0	0	0	21	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	119	49	77	61	0	0	0	0	21	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	119	49	77	61	0	0	0	0	21	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	119	49	77	61	0	0	0	0	21	0	50
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	168	xxxx	xxxxx	xxxx	xxxx	xxxxx	359	359	144
Potent Cap.:	xxxx	xxxx	xxxxx	1422	xxxx	xxxxx	xxxx	xxxx	xxxxx	644	571	909
Move Cap.:	xxxx	xxxx	xxxxx	1422	xxxx	xxxxx	xxxx	xxxx	xxxxx	616	539	909
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.05
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	797	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.0		
ApproachLOS:	*			*			*			A		

Note: Queue reported is the number of cars per lane.

EXISTING AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: A[9.6]

Street Name:	Briggs Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	20	31	0	0	43	45	80	0	41	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	31	0	0	43	45	80	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	31	0	0	43	45	80	0	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	31	0	0	43	45	80	0	41	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	88	xxxx	xxxxx	xxxx	xxxx	xxxxx	137	137	66	xxxx	xxxx	xxxxx
Potent Cap.:	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	862	758	1004	xxxx	xxxx	xxxxx
Move Cap.:	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	853	748	1004	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	899	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.6			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

EXISTING PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: B[10.2]

Street Name:	Briggs Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	28	67	0	0	21	54	123	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	67	0	0	21	54	123	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	67	0	0	21	54	123	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	67	0	0	21	54	123	0	17	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	75	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	171	48	xxxx	xxxx	xxxxx
Potent Cap.:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx	824	726	1027	xxxx	xxxx	xxxxx
Move Cap.:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	712	1027	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	833	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **1 10th Street (SR-150) & Harvard Boulevard**
Description: **Existing plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	131	0	0.000	N-S(1):	0.298
	TH	1.00	608	1,600	0.462 *	N-S(2):	0.481 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.316 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.270
	TH	1.00	321	1,600	0.211		
	LT	1.00	180	1,600	0.113 *	V/C:	0.797
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.000
	TH	1.00	344	1,600	0.284	ITS:	0.000
	LT	0.00	31	1,600	0.019 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.797
	TH	1.00	221	1,600	0.203 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.476 *
	TH	1.00	383	1,600	0.326	N-S(2):	0.357
	LT	1.00	28	1,600	0.018 *	E-W(1):	0.339 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.326
	TH	1.00	344	1,600	0.233		
	LT	1.00	148	1,600	0.093 *	V/C:	0.815
Northbound	RT	0.00	147	0	0.000	Lost Time:	0.000
	TH	1.00	535	1,600	0.458 *	ITS:	0.000
	LT	0.00	50	1,600	0.031		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.815
	TH	1.00	321	1,600	0.246 *		
	LT	1.00	149	1,600	0.093	LOS:	D

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **2 8th Street & Main Street**
Description: **Existing plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	62	0	0.000	N-S(1):	0.122
	TH	1.00	164	1,600	0.141 *	N-S(2):	0.155 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.163
Westbound	RT	0.00	22	0	0.000	E-W(2):	0.168 *
	TH	1.00	183	1,600	0.138 *		
	LT	0.00	16	1,600	0.010	V/C:	0.323
Northbound	RT	0.00	26	0	0.000	Lost Time:	0.000
	TH	1.00	124	1,600	0.094	ITS:	0.000
	LT	1.00	22	1,600	0.014 *		
Eastbound	RT	1.00	31	1,600	0.006	ICU:	0.323
	TH	1.00	197	1,600	0.153		
	LT	0.00	48	1,600	0.030 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	51	0	0.000	N-S(1):	0.160 *
	TH	1.00	100	1,600	0.094	N-S(2):	0.115
	LT	1.00	34	1,600	0.021 *	E-W(1):	0.245 *
Westbound	RT	0.00	41	0	0.000	E-W(2):	0.213
	TH	1.00	204	1,600	0.170		
	LT	0.00	27	1,600	0.017 *	V/C:	0.405
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.000
	TH	1.00	162	1,600	0.139 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	55	1,600	0.014	ICU:	0.405
	TH	1.00	295	1,600	0.228 *		
	LT	0.00	69	1,600	0.043	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **3 8th Street & Harvard Boulevard**
Description: **Existing plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.027	N-S(1):	0.064 *
	TH	1.00	22	1,600	0.050	N-S(2):	0.053
	LT	0.00	58	1,600	0.036 *	E-W(1):	0.114
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.216 *
	TH	2.00	467	3,200	0.155 *		
	LT	1.00	14	1,600	0.009	V/C:	0.280
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.000
	TH	1.00	24	1,600	0.028 *	ITS:	0.000
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	7	0	0.000	ICU:	0.280
	TH	2.00	328	3,200	0.105		
	LT	1.00	97	1,600	0.061 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	97	1,600	0.000	N-S(1):	0.094 *
	TH	1.00	20	1,600	0.043	N-S(2):	0.046
	LT	0.00	49	1,600	0.031 *	E-W(1):	0.185
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.261 *
	TH	2.00	521	3,200	0.178 *		
	LT	1.00	15	1,600	0.009	V/C:	0.355
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.000
	TH	1.00	62	1,600	0.063 *	ITS:	0.000
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	1	0	0.000	ICU:	0.355
	TH	2.00	562	3,200	0.176		
	LT	1.00	132	1,600	0.083 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **4 Palm Avenue & Main Street**
Description: **Existing plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	59	0	0.000	N-S(1):	0.128
	TH	1.00	310	1,600	0.245 *	N-S(2):	0.283 *
	LT	0.00	23	1,600	0.014	E-W(1):	0.195 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.148
	TH	1.00	170	1,600	0.117		
	LT	1.00	91	1,600	0.057 *	V/C:	0.478
Northbound	RT	1.00	144	1,600	0.033	Lost Time:	0.000
	TH	1.00	183	1,600	0.114	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	1.00	89	1,600	0.018	ICU:	0.478
	TH	1.00	221	1,600	0.138 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	41	0	0.000	N-S(1):	0.168
	TH	1.00	206	1,600	0.161 *	N-S(2):	0.189 *
	LT	0.00	11	1,600	0.007	E-W(1):	0.259 *
Westbound	RT	0.00	21	0	0.000	E-W(2):	0.170
	TH	1.00	179	1,600	0.125		
	LT	1.00	108	1,600	0.068 *	V/C:	0.448
Northbound	RT	1.00	195	1,600	0.054	Lost Time:	0.000
	TH	1.00	257	1,600	0.161	ITS:	0.000
	LT	1.00	45	1,600	0.028 *		
Eastbound	RT	1.00	69	1,600	0.015	ICU:	0.448
	TH	1.00	306	1,600	0.191 *		
	LT	1.00	72	1,600	0.045	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **5 Palm Avenue & Harvard Boulevard**
Description: **Existing plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	132	0	0.000	N-S(1):	0.188
	TH	1.00	324	1,600	0.285 *	N-S(2):	0.358 *
	LT	1.00	46	1,600	0.029	E-W(1):	0.189
Westbound	RT	1.00	62	1,600	0.010	E-W(2):	0.210 *
	TH	2.00	483	3,200	0.151 *		
	LT	1.00	128	1,600	0.080	V/C:	0.568
Northbound	RT	0.00	67	0	0.000	Lost Time:	0.000
	TH	1.00	187	1,600	0.159	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	1.00	131	1,600	0.009	ICU:	0.568
	TH	2.00	350	3,200	0.109		
	LT	1.00	95	1,600	0.059 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.304
	TH	1.00	205	1,600	0.204 *	N-S(2):	0.306 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.241
Westbound	RT	1.00	53	1,600	0.000	E-W(2):	0.247 *
	TH	2.00	514	3,200	0.161 *		
	LT	1.00	93	1,600	0.058	V/C:	0.553
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.000
	TH	1.00	317	1,600	0.261	ITS:	0.000
	LT	1.00	163	1,600	0.102 *		
Eastbound	RT	1.00	148	1,600	0.000	ICU:	0.553
	TH	2.00	585	3,200	0.183		
	LT	1.00	138	1,600	0.086 *	LOS:	A

* - Denotes critical movement

EXISTING PLUS PROJECT AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.335
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	51	60	83	33	87	56	16	186	68	106	259	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	60	83	33	87	56	16	186	68	106	259	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	60	83	33	87	56	16	186	68	106	259	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	60	83	33	87	56	16	186	68	106	259	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	60	83	33	87	56	16	186	68	106	259	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.62	0.85	0.19	0.49	0.32	0.12	1.38	0.50	0.57	1.39	0.04
Final Sat.:	265	322	491	101	267	172	66	786	300	316	800	25
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.17	0.33	0.33	0.33	0.24	0.24	0.23	0.34	0.32	0.32
Crit Moves:	****			****			****			****		
Delay/Veh:	10.9	10.6	9.6	12.1	12.1	12.1	10.7	10.5	10.0	11.9	11.5	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.6	9.6	12.1	12.1	12.1	10.7	10.5	10.0	11.9	11.5	11.2
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
ApproachDel:	10.3			12.1			10.4			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			12.1			10.4			11.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.3	0.3	0.3	0.5	0.4	0.4

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	34	79	61	18	58	38	82	398	44	78	225	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	79	61	18	58	38	82	398	44	78	225	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	79	61	18	58	38	82	398	44	78	225	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	79	61	18	58	38	82	398	44	78	225	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	79	61	18	58	38	82	398	44	78	225	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.91	0.70	0.16	0.51	0.33	0.31	1.52	0.17	0.49	1.40	0.11
Final Sat.:	190	457	376	80	258	169	184	917	103	269	800	62
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.16	0.22	0.22	0.22	0.45	0.43	0.43	0.29	0.28	0.28
Crit Moves:	****			****			****			****		
Delay/Veh:	11.0	10.7	10.1	11.4	11.4	11.4	13.2	12.8	12.4	11.5	11.1	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.7	10.1	11.4	11.4	11.4	13.2	12.8	12.4	11.5	11.1	10.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.5			11.4			12.8			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			11.4			12.8			11.2		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.7	0.7	0.7	0.4	0.3	0.3

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **7 Steckel Drive & Harvard Boulevard**
Description: **Existing plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.147
	TH	1.00	35	1,600	0.135 *	N-S(2):	0.158 *
	LT	0.00	103	1,600	0.064	E-W(1):	0.124
Westbound	RT	0.00	173	0	0.000	E-W(2):	0.228 *
	TH	2.00	432	3,200	0.189 *		
	LT	1.00	25	1,600	0.016	V/C:	0.386
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.000
	TH	1.00	37	1,600	0.083	ITS:	0.000
	LT	0.00	36	1,600	0.023 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.386
	TH	2.00	335	3,200	0.108		
	LT	1.00	62	1,600	0.039 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	65	0	0.000	N-S(1):	0.113
	TH	1.00	33	1,600	0.108 *	N-S(2):	0.121 *
	LT	0.00	75	1,600	0.047	E-W(1):	0.260 *
Westbound	RT	0.00	119	0	0.000	E-W(2):	0.243
	TH	2.00	488	3,200	0.190		
	LT	1.00	57	1,600	0.036 *	V/C:	0.381
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.000
	TH	1.00	23	1,600	0.066	ITS:	0.000
	LT	0.00	20	1,600	0.013 *		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.381
	TH	2.00	680	3,200	0.224 *		
	LT	1.00	85	1,600	0.053	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Harvard Boulevard**
Description: **Existing plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	179	0	0.000	N-S(1):	0.127
	TH	1.00	347	1,600	0.329 *	N-S(2):	0.367 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.211
Westbound	RT	1.00	88	1,600	0.023	E-W(2):	0.260 *
	TH	1.00	320	1,600	0.200 *		
	LT	1.00	212	1,600	0.133	V/C:	0.627
Northbound	RT	1.00	153	1,600	0.000	Lost Time:	0.000
	TH	1.00	151	1,600	0.094	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	94	0	0.000	ICU:	0.627
	TH	2.00	155	3,200	0.078		
	LT	1.00	96	1,600	0.060 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.191 *
	TH	1.00	155	1,600	0.153	N-S(2):	0.184
	LT	1.00	28	1,600	0.018 *	E-W(1):	0.262 *
Westbound	RT	1.00	28	1,600	0.000	E-W(2):	0.257
	TH	1.00	194	1,600	0.121		
	LT	1.00	173	1,600	0.108 *	V/C:	0.453
Northbound	RT	1.00	383	1,600	0.131	Lost Time:	0.000
	TH	1.00	276	1,600	0.173 *	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	106	0	0.000	ICU:	0.453
	TH	2.00	387	3,200	0.154 *		
	LT	1.00	217	1,600	0.136	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Main (as Part of Intersection 8)**
Description: **Existing plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.023 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	36	1,600	0.023 *	E-W(1):	0.184 *
Westbound	RT	1.00	58	1,600	0.014	E-W(2):	0.014
	TH	0.00	0	0	0.000		
	LT	1.00	295	1,600	0.184 *	V/C:	0.207
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.207
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.013 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.086 *
Westbound	RT	1.00	18	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	137	1,600	0.086 *	V/C:	0.099
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.099
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **9 Peck Road & Faulkner Road**
Description: **Existing plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	480	1,600	0.234 *	N-S(1):	0.164
	TH	1.00	152	1,600	0.095	N-S(2):	0.353 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.066 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.419
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	262	1,600	0.164	ITS:	0.000
	LT	1.00	190	1,600	0.119 *		
Eastbound	RT	1.00	71	1,600	0.000	ICU:	0.419
	TH	0.00	0	0	0.000		
	LT	1.00	105	1,600	0.066 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	267	1,600	0.074	N-S(1):	0.371 *
	TH	1.00	174	1,600	0.109	N-S(2):	0.162
	LT	0.00	0	0	0.000 *	E-W(1):	0.089
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.093 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.464
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	594	1,600	0.371 *	ITS:	0.000
	LT	1.00	85	1,600	0.053		
Eastbound	RT	1.00	228	1,600	0.089	ICU:	0.464
	TH	0.00	0	0	0.000		
	LT	1.00	148	1,600	0.093 *	LOS:	A

* - Denotes critical movement

EXISTING PLUS PROJECT AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	8	35	7	86	39	94	319	7	14	5	50	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	35	7	86	39	94	319	7	14	5	50	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	35	7	86	39	94	319	7	14	5	50	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	35	7	86	39	94	319	7	14	5	50	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	35	7	86	39	94	319	7	14	5	50	112
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.70	0.14	0.39	0.18	0.43	1.00	0.92	0.08	0.06	0.94	1.00
Final Sat.:	95	414	83	259	118	283	599	604	54	36	573	695
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.33	0.33	0.33	0.53	0.01	0.26	0.14	0.09	0.16
Crit Moves:		****		****			****					****
Delay/Veh:	9.0	9.0	9.0	10.4	10.4	10.4	14.8	8.2	8.2	8.9	8.9	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	10.4	10.4	10.4	14.8	8.2	8.2	8.9	8.9	8.5
LOS by Move:	A	A	A	B	B	B	B	A	A	A	A	A
ApproachDel:		9.0			10.4			14.4			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			10.4			14.4			8.6	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	1.0	0.0	0.0	0.1	0.2	0.2

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.7
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	8	29	4	95	28	278	570	63	2	1	21	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	29	4	95	28	278	570	63	2	1	21	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	29	4	95	28	278	570	63	2	1	21	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	29	4	95	28	278	570	63	2	1	21	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	29	4	95	28	278	570	63	2	1	21	84
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.71	0.10	0.24	0.07	0.69	1.00	0.99	0.01	0.02	0.98	1.00
Final Sat.:	100	361	50	149	44	437	559	600	4	10	499	565
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.64	0.64	0.64	1.02	0.10	0.53	0.10	0.04	0.15
Crit Moves:	****			****			****					****
Delay/Veh:	10.3	10.3	10.3	17.9	17.9	17.9	68.3	9.4	9.4	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	17.9	17.9	17.9	68.3	9.4	9.4	9.8	9.8	9.8
LOS by Move:	B	B	B	C	C	C	F	A	A	A	A	A
ApproachDel:	10.3			17.9			62.2			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			17.9			62.2			9.8		
LOS by Appr:	B			C			F			A		
AllWayAvgQ:	0.1	0.1	0.1	1.6	1.6	1.6	9.2	0.1	0.1	0.0	0.2	0.2

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	22.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 1 0	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	152	13	124	9	8	0	0	47	23	494	154	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	13	124	9	8	0	0	47	23	494	154	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	13	124	9	8	0	0	47	23	494	154	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	13	124	9	8	0	0	47	23	494	154	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	13	124	9	8	0	0	47	23	494	154	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.08	1.00	1.00	1.00	0.00	1.00	1.34	0.66	1.00	1.71	0.29
Final Sat.:	458	39	593	458	489	0	457	667	342	575	1071	184
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.21	0.02	0.02	xxxx	0.00	0.07	0.07	0.86	0.14	0.14
Crit Moves:		****		****				****		****		
Delay/Veh:	12.9	12.9	9.9	10.3	9.7	0.0	0.0	10.0	9.7	34.9	9.3	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	9.9	10.3	9.7	0.0	0.0	10.0	9.7	34.9	9.3	9.1
LOS by Move:	B	B	A	B	A	*	*	B	A	D	A	A
ApproachDel:		11.6			10.0			9.9			28.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			10.0			9.9			28.0	
LOS by Appr:		B			B			A			D	
AllWayAvgQ:	0.4	0.4	0.2	0.0	0.0	0.0	0.0	0.1	0.1	4.1	0.2	0.2

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.468
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	44	21	116	51	13	1	2	231	134	246	62	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	21	116	51	13	1	2	231	134	246	62	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	21	116	51	13	1	2	231	134	246	62	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	21	116	51	13	1	2	231	134	246	62	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	21	116	51	13	1	2	231	134	246	62	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.68	0.32	1.00	1.00	0.97	0.03	1.00	1.27	0.73	1.00	1.13	0.87
Final Sat.:	337	161	584	468	485	15	517	724	448	526	642	542
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.20	0.11	0.03	0.06	0.00	0.32	0.30	0.47	0.10	0.09
Crit Moves:			****	****				****		****		
Delay/Veh:	10.5	10.5	9.8	10.7	9.5	9.5	9.4	11.5	10.6	14.7	9.4	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	9.8	10.7	9.5	9.5	9.4	11.5	10.6	14.7	9.4	8.7
LOS by Move:	B	B	A	B	A	A	A	B	B	B	A	A
ApproachDel:	10.0			10.4			11.2			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			10.4			11.2			13.0		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.4	0.4	0.8	0.1	0.1

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[18.7]

Street Name:	Beckwith Road						Telegraph Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 0	1 0		0 1 0	0 1	
Volume Module:												
Base Vol:	7	1	29	67	9	72	26	170	50	155	311	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	29	67	9	72	26	170	50	155	311	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	29	67	9	72	26	170	50	155	311	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1	29	67	9	72	26	170	50	155	311	49
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	933	917	195	883	893	311	360	xxxx	xxxxx	220	xxxx	xxxxx
Potent Cap.:	248	274	851	269	283	734	1210	xxxx	xxxxx	1361	xxxx	xxxxx
Move Cap.:	194	235	851	230	242	734	1210	xxxx	xxxxx	1361	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.03	0.29	0.04	0.10	0.02	xxxx	xxxx	0.11	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	1.2	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	24.3	xxxx	xxxxx	26.9	xxxx	xxxxx	8.0	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	C	*	*	D	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	783	xxxx	xxxx	599	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	9.8	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx
Shared LOS:	*	*	A	*	*	B	*	*	*	A	*	*
ApproachDel:	12.5			18.7			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: D[30.2]

Street Name:	Beckwith Road						Telegraph Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 1 0			1 0 0 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	48	11	167	61	2	20	65	469	8	30	154	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	11	167	61	2	20	65	469	8	30	154	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	11	167	61	2	20	65	469	8	30	154	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	48	11	167	61	2	20	65	469	8	30	154	61
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	859	878	473	906	821	154	215	xxxx	xxxxx	477	xxxx	xxxxx
Potent Cap.:	279	289	595	259	312	897	1367	xxxx	xxxxx	1096	xxxx	xxxxx
Move Cap.:	256	267	595	170	289	897	1367	xxxx	xxxxx	1096	xxxx	xxxxx
Volume/Cap:	0.19	0.04	0.28	0.36	0.01	0.02	0.05	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxx	1.5	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	22.3	xxxx	xxxxx	37.5	xxxx	xxxxx	7.8	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	C	*	*	E	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	553	xxxx	xxxx	753	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	1.4	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	14.6	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	A	*	*	*	A	*	*
ApproachDel:	16.2			30.2			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **13 Briggs Road & Telegraph Road**
Description: **Existing plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.113 *
	TH	1.00	71	1,600	0.067	N-S(2):	0.103
	LT	0.00	27	1,600	0.017 *	E-W(1):	0.197 *
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.163
	TH	1.00	189	1,600	0.159		
	LT	1.00	145	1,600	0.091 *	V/C:	0.310
Northbound	RT	0.00	71	0	0.000	Lost Time:	0.000
	TH	1.00	26	1,600	0.096 *	ITS:	0.000
	LT	0.00	57	1,600	0.036		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.310
	TH	1.00	117	1,600	0.106 *		
	LT	1.00	6	1,600	0.004	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.115 *
	TH	1.00	25	1,600	0.037	N-S(2):	0.052
	LT	0.00	31	1,600	0.019 *	E-W(1):	0.283 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.111
	TH	1.00	143	1,600	0.100		
	LT	1.00	93	1,600	0.058 *	V/C:	0.398
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.000
	TH	1.00	41	1,600	0.096 *	ITS:	0.000
	LT	0.00	24	1,600	0.015		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.398
	TH	1.00	307	1,600	0.225 *		
	LT	1.00	18	1,600	0.011	LOS:	A

* - Denotes critical movement

EXISTING PLUS PROJECT AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.1]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0		0 0 1! 0	0	
Volume Module:												
Base Vol:	4	178	13	10	162	1	0	0	0	12	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	178	13	10	162	1	0	0	0	12	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	178	13	10	162	1	0	0	0	12	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	178	13	10	162	1	0	0	0	12	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	163	xxxx	xxxxx	191	xxxx	xxxxx	382	382	163	375	376	185
Potent Cap.:	1428	xxxx	xxxxx	1395	xxxx	xxxxx	580	554	888	630	559	863
Move Cap.:	1428	xxxx	xxxxx	1395	xxxx	xxxxx	567	549	888	625	553	863
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	730	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.4]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	167	19	13	137	0	2	0	4	11	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	167	19	13	137	0	2	0	4	11	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	167	19	13	137	0	2	0	4	11	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	167	19	13	137	0	2	0	4	11	0	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	137	xxxx	xxxxx	186	xxxx	xxxxx	347	353	137	346	344	177
Potent Cap.:	1459	xxxx	xxxxx	1401	xxxx	xxxxx	611	575	917	613	582	872
Move Cap.:	1459	xxxx	xxxxx	1401	xxxx	xxxxx	601	569	917	605	576	872
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	780	xxxxx	xxxx	687	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.6			10.4		
ApproachLOS:	*			*			A			B		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: B[10.3]

Street Name:	Briggs Road							SR-126 WB On/Off-Ramps							
Approach:	North Bound				South Bound			East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R	L -	T -	R		L -	T -	R	
Control:	Uncontrolled				Uncontrolled			Stop Sign				Stop Sign			
Rights:	Include				Include			Include				Include			
Lanes:	0 0	0	1	0	0 1	0	0	0	0 0	0	0	0 0	1!	0	0
Volume Module:															
Base Vol:	0	112	25		111	63		0	0	0		30	0	83	
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	112	25		111	63		0	0	0		30	0	83	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	112	25		111	63		0	0	0		30	0	83	
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0	
FinalVolume:	0	112	25		111	63		0	0	0		30	0	83	
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		6.4	6.5	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3	
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx		137	xxxx	xxxxx	xxxx	xxxx	xxxxx		410	410	125	
Potent Cap.:	xxxx	xxxx	xxxxx		1459	xxxx	xxxxx	xxxx	xxxx	xxxxx		602	535	932	
Move Cap.:	xxxx	xxxx	xxxxx		1459	xxxx	xxxxx	xxxx	xxxx	xxxxx		565	491	932	
Volume/Cap:	xxxx	xxxx	xxxx		0.08	xxxx	xxxx	xxxx	xxxx	xxxx		0.05	0.00	0.09	
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*	*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	795	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	0.5	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	10.3	xxxxx	
Shared LOS:	*	*	*		A	*	*	*	*	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx			xxxxxx				10.3			
ApproachLOS:	*				*			*				B			

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: B[10.3]

Street Name:	Briggs Road								SR-126 WB On/Off-Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 0	0 1	0		0 1	0 0	0		0 0	0 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	0	125	49		112	61	0		0	0	0		21	0	50	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	125	49		112	61	0		0	0	0		21	0	50	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	125	49		112	61	0		0	0	0		21	0	50	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	125	49		112	61	0		0	0	0		21	0	50	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		6.4	6.5	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		174	xxxx	xxxxx		xxxx	xxxx	xxxxx		435	435	150	
Potent Cap.:	xxxx	xxxx	xxxxx		1415	xxxx	xxxxx		xxxx	xxxx	xxxxx		582	518	902	
Move Cap.:	xxxx	xxxx	xxxxx		1415	xxxx	xxxxx		xxxx	xxxx	xxxxx		545	474	902	
Volume/Cap:	xxxx	xxxx	xxxx		0.08	xxxx	xxxx		xxxx	xxxx	xxxx		0.04	0.00	0.06	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*		*	*	*		*	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	756	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.3	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		7.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	10.3	xxxxx	
Shared LOS:	*	*	*		A	*	*		*	*	*		*	B	*	
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				10.3			
ApproachLOS:	*				*				*				B			

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: A[9.9]

Street Name:	Briggs Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	20	31	0	0	43	45	112	0	41	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	31	0	0	43	45	112	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	31	0	0	43	45	112	0	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	31	0	0	43	45	112	0	41	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	88	xxxx	xxxxx	xxxx	xxxx	xxxxx	137	137	66	xxxx	xxxx	xxxxx
Potent Cap.:	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	862	758	1004	xxxx	xxxx	xxxxx
Move Cap.:	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	853	748	1004	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	889	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[10.2]

Street Name:	Briggs Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	28	67	0	0	21	54	129	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	67	0	0	21	54	129	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	67	0	0	21	54	129	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	67	0	0	21	54	129	0	17	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	75	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	171	48	xxxx	xxxx	xxxxx
Potent Cap.:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx	824	726	1027	xxxx	xxxx	xxxxx
Move Cap.:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	712	1027	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	832	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT
PLUS MITIGATION

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **1 10th Street (SR-150) & Harvard Boulevard**
Description: **Existing plus Project Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	131	0	0.000	N-S(1):	0.298
	TH	1.00	608	1,600	0.462 *	N-S(2):	0.481 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.316 *
Westbound	RT	1.00	17	1,600	0.000	E-W(2):	0.260
	TH	1.00	321	1,600	0.201		
	LT	1.00	180	1,600	0.113 *	V/C:	0.797
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.000
	TH	1.00	344	1,600	0.284	ITS:	0.000
	LT	0.00	31	1,600	0.019 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.797
	TH	1.00	221	1,600	0.203 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.476 *
	TH	1.00	383	1,600	0.326	N-S(2):	0.357
	LT	1.00	28	1,600	0.018 *	E-W(1):	0.339 *
Westbound	RT	1.00	29	1,600	0.001	E-W(2):	0.308
	TH	1.00	344	1,600	0.215		
	LT	1.00	148	1,600	0.093 *	V/C:	0.815
Northbound	RT	0.00	147	0	0.000	Lost Time:	0.000
	TH	1.00	535	1,600	0.458 *	ITS:	0.000
	LT	0.00	50	1,600	0.031		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.815
	TH	1.00	321	1,600	0.246 *		
	LT	1.00	149	1,600	0.093	LOS:	D

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Harvard Boulevard**
Description: **Existing plus Project Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	179	0	0.000	N-S(1):	0.080
	TH	2.00	347	3,200	0.164 *	N-S(2):	0.202 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.211
Westbound	RT	1.00	88	1,600	0.023	E-W(2):	0.260 *
	TH	1.00	320	1,600	0.200 *		
	LT	1.00	212	1,600	0.133	V/C:	0.462
Northbound	RT	1.00	153	1,600	0.000	Lost Time:	0.000
	TH	2.00	151	3,200	0.047	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	94	0	0.000	ICU:	0.462
	TH	2.00	155	3,200	0.078		
	LT	1.00	96	1,600	0.060 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	89	0	0.000	N-S(1):	0.149 *
	TH	2.00	155	3,200	0.076	N-S(2):	0.107
	LT	1.00	28	1,600	0.018 *	E-W(1):	0.262 *
Westbound	RT	1.00	28	1,600	0.000	E-W(2):	0.257
	TH	1.00	194	1,600	0.121		
	LT	1.00	173	1,600	0.108 *	V/C:	0.411
Northbound	RT	1.00	383	1,600	0.131 *	Lost Time:	0.000
	TH	2.00	276	3,200	0.086	ITS:	0.000
	LT	1.00	50	1,600	0.031		
Eastbound	RT	0.00	106	0	0.000	ICU:	0.411
	TH	2.00	387	3,200	0.154 *		
	LT	1.00	217	1,600	0.136	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8b Peck Road & Main (as Part of Intersection 8)**
Description: **Existing plus Project Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.023 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	36	1,600	0.023 *	E-W(1):	0.184 *
Westbound	RT	1.00	58	1,600	0.014	E-W(2):	0.014
	TH	0.00	0	0	0.000		
	LT	1.00	295	1,600	0.184 *	V/C:	0.207
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.207
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.013 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.086 *
Westbound	RT	1.00	18	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	137	1,600	0.086 *	V/C:	0.099
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.099
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **10 Peck Road & SR-126 EB ramps**
Description: **Existing plus Project Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	94	0	0.000	N-S(1):	0.085
	TH	1.00	39	1,600	0.137 *	N-S(2):	0.142 *
	LT	0.00	86	1,600	0.054	E-W(1):	0.216
Westbound	RT	0.00	112	1,600	0.070 *	E-W(2):	0.269 *
	TH	2.00	50	1,600	0.034		
	LT	0.00	5	1,600	0.003	V/C:	0.411
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.000
	TH	1.00	35	1,600	0.031	ITS:	0.000
	LT	0.00	8	1,600	0.005 *		
Eastbound	RT	0.00	14	0	0.000	ICU:	0.411
	TH	2.00	7	1,600	0.213		
	LT	0.00	319	1,600	0.199 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	278	0	0.000	N-S(1):	0.085
	TH	1.00	28	1,600	0.251 *	N-S(2):	0.256 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.398
Westbound	RT	0.00	84	1,600	0.053 *	E-W(2):	0.409 *
	TH	2.00	21	1,600	0.014		
	LT	0.00	1	1,600	0.001	V/C:	0.665
Northbound	RT	0.00	4	0	0.000	Lost Time:	0.000
	TH	1.00	29	1,600	0.026	ITS:	0.000
	LT	0.00	8	1,600	0.005 *		
Eastbound	RT	0.00	2	0	0.000	ICU:	0.665
	TH	2.00	63	1,600	0.397		
	LT	0.00	570	1,600	0.356 *	LOS:	B

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **12 Beckwith Road & Telegraph Road**
Description: **Existing plus Project Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.065 *
	TH	1.00	9	1,600	0.051	N-S(2):	0.055
	LT	1.00	67	1,600	0.042 *	E-W(1):	0.235 *
Westbound	RT	1.00	49	1,600	0.000	E-W(2):	0.210
	TH	1.00	311	1,600	0.194		
	LT	1.00	155	1,600	0.097 *	V/C:	0.300
Northbound	RT	0.00	29	0	0.000	Lost Time:	0.000
	TH	1.00	1	1,600	0.023 *	ITS:	0.000
	LT	0.00	7	1,600	0.004		
Eastbound	RT	0.00	50	0	0.000	ICU:	0.300
	TH	1.00	170	1,600	0.138 *		
	LT	1.00	26	1,600	0.016	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.179 *
	TH	1.00	2	1,600	0.014	N-S(2):	0.044
	LT	1.00	61	1,600	0.038 *	E-W(1):	0.317 *
Westbound	RT	1.00	61	1,600	0.000	E-W(2):	0.137
	TH	1.00	154	1,600	0.096		
	LT	1.00	30	1,600	0.019 *	V/C:	0.496
Northbound	RT	0.00	167	0	0.000	Lost Time:	0.000
	TH	1.00	11	1,600	0.141 *	ITS:	0.000
	LT	0.00	48	1,600	0.030		
Eastbound	RT	0.00	8	0	0.000	ICU:	0.496
	TH	1.00	469	1,600	0.298 *		
	LT	1.00	65	1,600	0.041	LOS:	A

* - Denotes critical movement

EXISTING PLUS PROJECT WITHOUT BECKWITH EXTENSION

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **1 10th Street (SR-150) & Harvard Boulevard**
Description: **Existing plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	135	0	0.000	N-S(1):	0.297
	TH	1.00	597	1,600	0.458 *	N-S(2):	0.477 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.311 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.270
	TH	1.00	321	1,600	0.211		
	LT	1.00	173	1,600	0.108 *	V/C:	0.788
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.000
	TH	1.00	342	1,600	0.283	ITS:	0.000
	LT	0.00	31	1,600	0.019 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.788
	TH	1.00	221	1,600	0.203 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.462 *
	TH	1.00	381	1,600	0.325	N-S(2):	0.356
	LT	1.00	28	1,600	0.018 *	E-W(1):	0.338 *
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.329
	TH	1.00	344	1,600	0.233		
	LT	1.00	147	1,600	0.092 *	V/C:	0.800
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.000
	TH	1.00	522	1,600	0.444 *	ITS:	0.000
	LT	0.00	50	1,600	0.031		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.800
	TH	1.00	321	1,600	0.246 *		
	LT	1.00	153	1,600	0.096	LOS:	C

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **2 8th Street & Main Street**
Description: **Existing plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	62	0	0.000	N-S(1):	0.122
	TH	1.00	164	1,600	0.141 *	N-S(2):	0.155 *
	LT	1.00	45	1,600	0.028	E-W(1):	0.164
Westbound	RT	0.00	22	0	0.000	E-W(2):	0.173 *
	TH	1.00	191	1,600	0.143 *		
	LT	0.00	16	1,600	0.010	V/C:	0.328
Northbound	RT	0.00	26	0	0.000	Lost Time:	0.000
	TH	1.00	124	1,600	0.094	ITS:	0.000
	LT	1.00	22	1,600	0.014 *		
Eastbound	RT	1.00	31	1,600	0.006	ICU:	0.328
	TH	1.00	198	1,600	0.154		
	LT	0.00	48	1,600	0.030 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	51	0	0.000	N-S(1):	0.160 *
	TH	1.00	100	1,600	0.094	N-S(2):	0.115
	LT	1.00	34	1,600	0.021 *	E-W(1):	0.251 *
Westbound	RT	0.00	41	0	0.000	E-W(2):	0.214
	TH	1.00	205	1,600	0.171		
	LT	0.00	27	1,600	0.017 *	V/C:	0.411
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.000
	TH	1.00	162	1,600	0.139 *	ITS:	0.000
	LT	1.00	33	1,600	0.021		
Eastbound	RT	1.00	55	1,600	0.014	ICU:	0.411
	TH	1.00	305	1,600	0.234 *		
	LT	0.00	69	1,600	0.043	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **3 8th Street & Harvard Boulevard**
Description: **Existing plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	140	1,600	0.027	N-S(1):	0.064 *
	TH	1.00	22	1,600	0.050	N-S(2):	0.053
	LT	0.00	58	1,600	0.036 *	E-W(1):	0.114
Westbound	RT	0.00	29	0	0.000	E-W(2):	0.217 *
	TH	2.00	470	3,200	0.156 *		
	LT	1.00	14	1,600	0.009	V/C:	0.281
Northbound	RT	0.00	16	0	0.000	Lost Time:	0.000
	TH	1.00	24	1,600	0.028 *	ITS:	0.000
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	7	0	0.000	ICU:	0.281
	TH	2.00	328	3,200	0.105		
	LT	1.00	97	1,600	0.061 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	97	1,600	0.000	N-S(1):	0.094 *
	TH	1.00	20	1,600	0.043	N-S(2):	0.046
	LT	0.00	49	1,600	0.031 *	E-W(1):	0.186
Westbound	RT	0.00	47	0	0.000	E-W(2):	0.261 *
	TH	2.00	522	3,200	0.178 *		
	LT	1.00	15	1,600	0.009	V/C:	0.355
Northbound	RT	0.00	34	0	0.000	Lost Time:	0.000
	TH	1.00	62	1,600	0.063 *	ITS:	0.000
	LT	0.00	5	1,600	0.003		
Eastbound	RT	0.00	1	0	0.000	ICU:	0.355
	TH	2.00	566	3,200	0.177		
	LT	1.00	132	1,600	0.083 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **4 Palm Avenue & Main Street**
Description: **Existing plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.128
	TH	1.00	310	1,600	0.246 *	N-S(2):	0.284 *
	LT	0.00	23	1,600	0.014	E-W(1):	0.196 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.153
	TH	1.00	178	1,600	0.122		
	LT	1.00	91	1,600	0.057 *	V/C:	0.480
Northbound	RT	1.00	144	1,600	0.033	Lost Time:	0.000
	TH	1.00	183	1,600	0.114	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	1.00	89	1,600	0.018	ICU:	0.480
	TH	1.00	222	1,600	0.139 *		
	LT	1.00	50	1,600	0.031	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	41	0	0.000	N-S(1):	0.168
	TH	1.00	206	1,600	0.161 *	N-S(2):	0.189 *
	LT	0.00	11	1,600	0.007	E-W(1):	0.266 *
Westbound	RT	0.00	21	0	0.000	E-W(2):	0.172
	TH	1.00	180	1,600	0.126		
	LT	1.00	108	1,600	0.068 *	V/C:	0.455
Northbound	RT	1.00	195	1,600	0.054	Lost Time:	0.000
	TH	1.00	257	1,600	0.161	ITS:	0.000
	LT	1.00	45	1,600	0.028 *		
Eastbound	RT	1.00	69	1,600	0.015	ICU:	0.455
	TH	1.00	316	1,600	0.198 *		
	LT	1.00	74	1,600	0.046	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **5 Palm Avenue & Harvard Boulevard**
Description: **Existing plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	132	0	0.000	N-S(1):	0.188
	TH	1.00	324	1,600	0.285 *	N-S(2):	0.358 *
	LT	1.00	46	1,600	0.029	E-W(1):	0.190
Westbound	RT	1.00	62	1,600	0.010	E-W(2):	0.212 *
	TH	2.00	488	3,200	0.153 *		
	LT	1.00	128	1,600	0.080	V/C:	0.570
Northbound	RT	0.00	67	0	0.000	Lost Time:	0.000
	TH	1.00	187	1,600	0.159	ITS:	0.000
	LT	1.00	117	1,600	0.073 *		
Eastbound	RT	1.00	131	1,600	0.009	ICU:	0.570
	TH	2.00	351	3,200	0.110		
	LT	1.00	95	1,600	0.059 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	121	0	0.000	N-S(1):	0.304
	TH	1.00	205	1,600	0.204 *	N-S(2):	0.306 *
	LT	1.00	68	1,600	0.043	E-W(1):	0.242
Westbound	RT	1.00	53	1,600	0.000	E-W(2):	0.247 *
	TH	2.00	515	3,200	0.161 *		
	LT	1.00	93	1,600	0.058	V/C:	0.553
Northbound	RT	0.00	100	0	0.000	Lost Time:	0.000
	TH	1.00	317	1,600	0.261	ITS:	0.000
	LT	1.00	163	1,600	0.102 *		
Eastbound	RT	1.00	148	1,600	0.000	ICU:	0.553
	TH	2.00	590	3,200	0.184		
	LT	1.00	138	1,600	0.086 *	LOS:	A

* - Denotes critical movement

EXISTING PLUS PROJECT AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	51	59	83	33	85	56	16	188	68	106	269	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	59	83	33	85	56	16	188	68	106	269	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	59	83	33	85	56	16	188	68	106	269	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	59	83	33	85	56	16	188	68	106	269	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	59	83	33	85	56	16	188	68	106	269	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.61	0.86	0.19	0.49	0.32	0.12	1.38	0.50	0.55	1.41	0.04
Final Sat.:	266	317	492	102	262	173	65	788	297	309	811	24
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.17	0.32	0.32	0.32	0.24	0.24	0.23	0.34	0.33	0.33
Crit Moves:	****				****		****			****		
Delay/Veh:	10.9	10.6	9.7	12.1	12.1	12.1	10.8	10.5	10.1	12.0	11.6	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.6	9.7	12.1	12.1	12.1	10.8	10.5	10.1	12.0	11.6	11.3
LOS by Move:	B	B	A	B	B	B	B	B	B	B	B	B
ApproachDel:	10.3			12.1			10.4			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			12.1			10.4			11.7		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.3	0.3	0.3	0.5	0.4	0.4

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.454
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	34	78	61	18	58	38	82	408	44	78	227	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	78	61	18	58	38	82	408	44	78	227	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	78	61	18	58	38	82	408	44	78	227	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	78	61	18	58	38	82	408	44	78	227	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	78	61	18	58	38	82	408	44	78	227	17
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.90	0.71	0.16	0.51	0.33	0.31	1.53	0.16	0.48	1.41	0.11
Final Sat.:	191	452	377	80	257	169	181	922	101	267	801	61
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.16	0.23	0.23	0.23	0.45	0.44	0.43	0.29	0.28	0.28
Crit Moves:	****					****	****			****		
Delay/Veh:	11.0	10.7	10.1	11.4	11.4	11.4	13.4	12.9	12.6	11.5	11.1	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.7	10.1	11.4	11.4	11.4	13.4	12.9	12.6	11.5	11.1	10.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.6			11.4			13.0			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			11.4			13.0			11.2		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.8	0.7	0.7	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **7 Steckel Drive & Harvard Boulevard**
Description: **Existing plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	76	0	0.000	N-S(1):	0.147
	TH	1.00	35	1,600	0.134 *	N-S(2):	0.157 *
	LT	0.00	103	1,600	0.064	E-W(1):	0.124
Westbound	RT	0.00	173	0	0.000	E-W(2):	0.229 *
	TH	2.00	438	3,200	0.191 *		
	LT	1.00	25	1,600	0.016	V/C:	0.386
Northbound	RT	0.00	60	0	0.000	Lost Time:	0.000
	TH	1.00	37	1,600	0.083	ITS:	0.000
	LT	0.00	36	1,600	0.023 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.386
	TH	2.00	336	3,200	0.108		
	LT	1.00	61	1,600	0.038 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	65	0	0.000	N-S(1):	0.113
	TH	1.00	33	1,600	0.108 *	N-S(2):	0.121 *
	LT	0.00	75	1,600	0.047	E-W(1):	0.263 *
Westbound	RT	0.00	119	0	0.000	E-W(2):	0.243
	TH	2.00	489	3,200	0.190		
	LT	1.00	57	1,600	0.036 *	V/C:	0.384
Northbound	RT	0.00	63	0	0.000	Lost Time:	0.000
	TH	1.00	23	1,600	0.066	ITS:	0.000
	LT	0.00	20	1,600	0.013 *		
Eastbound	RT	0.00	38	0	0.000	ICU:	0.384
	TH	2.00	687	3,200	0.227 *		
	LT	1.00	84	1,600	0.053	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Harvard Boulevard**
Description: **Existing plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	158	0	0.000	N-S(1):	0.130
	TH	1.00	376	1,600	0.334 *	N-S(2):	0.434 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.237
Westbound	RT	1.00	88	1,600	0.023	E-W(2):	0.239 *
	TH	1.00	289	1,600	0.181 *		
	LT	1.00	248	1,600	0.155	V/C:	0.673
Northbound	RT	1.00	158	1,600	0.000	Lost Time:	0.000
	TH	1.00	155	1,600	0.097	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	113	0	0.000	ICU:	0.673
	TH	2.00	150	3,200	0.082		
	LT	1.00	93	1,600	0.058 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	84	0	0.000	N-S(1):	0.211 *
	TH	1.00	162	1,600	0.154	N-S(2):	0.199
	LT	1.00	28	1,600	0.018 *	E-W(1):	0.289 *
Westbound	RT	1.00	28	1,600	0.000	E-W(2):	0.238
	TH	1.00	187	1,600	0.117		
	LT	1.00	181	1,600	0.113 *	V/C:	0.500
Northbound	RT	1.00	422	1,600	0.151	Lost Time:	0.000
	TH	1.00	308	1,600	0.193 *	ITS:	0.000
	LT	1.00	72	1,600	0.045		
Eastbound	RT	0.00	212	0	0.000	ICU:	0.500
	TH	2.00	352	3,200	0.176 *		
	LT	1.00	193	1,600	0.121	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Main (as Part of Intersection 8)**
Description: **Existing plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.023 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	36	1,600	0.023 *	E-W(1):	0.189 *
Westbound	RT	1.00	58	1,600	0.014	E-W(2):	0.014
	TH	0.00	0	0	0.000		
	LT	1.00	302	1,600	0.189 *	V/C:	0.212
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.212
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.013 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.086 *
Westbound	RT	1.00	18	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	138	1,600	0.086 *	V/C:	0.099
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.099
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **9 Peck Road & Faulkner Road**
Description: **Existing plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	557	1,600	0.244 *	N-S(1):	0.194
	TH	1.00	159	1,600	0.099	N-S(2):	0.337 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.104 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.441
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	310	1,600	0.194	ITS:	0.000
	LT	1.00	148	1,600	0.093 *		
Eastbound	RT	1.00	62	1,600	0.000	ICU:	0.441
	TH	0.00	0	0	0.000		
	LT	1.00	167	1,600	0.104 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	331	1,600	0.061	N-S(1):	0.376 *
	TH	1.00	230	1,600	0.144	N-S(2):	0.194
	LT	0.00	0	0	0.000 *	E-W(1):	0.050
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.146 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.522
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	602	1,600	0.376 *	ITS:	0.000
	LT	1.00	80	1,600	0.050		
Eastbound	RT	1.00	160	1,600	0.050	ICU:	0.522
	TH	0.00	0	0	0.000		
	LT	1.00	234	1,600	0.146 *	LOS:	A

* - Denotes critical movement

EXISTING PLUS PROJECT AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	11.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	8	35	7	86	39	92	326	7	14	5	50	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	35	7	86	39	92	326	7	14	5	50	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	35	7	86	39	92	326	7	14	5	50	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	35	7	86	39	92	326	7	14	5	50	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	35	7	86	39	92	326	7	14	5	50	112
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.70	0.14	0.40	0.18	0.42	1.00	0.92	0.08	0.06	0.94	1.00
Final Sat.:	94	413	83	260	118	279	599	605	53	36	572	694
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.33	0.33	0.33	0.54	0.01	0.26	0.14	0.09	0.16
Crit Moves:		****			****		****					****
Delay/Veh:	9.0	9.0	9.0	10.4	10.4	10.4	15.0	8.2	8.2	8.9	8.9	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	10.4	10.4	10.4	15.0	8.2	8.2	8.9	8.9	8.5
LOS by Move:	A	A	A	B	B	B	C	A	A	A	A	A
ApproachDel:		9.0			10.4			14.6			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			10.4			14.6			8.6	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.4	0.4	1.1	0.0	0.0	0.1	0.2	0.2

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.018
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.3
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	8	29	4	95	28	265	572	63	2	1	21	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	29	4	95	28	265	572	63	2	1	21	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	29	4	95	28	265	572	63	2	1	21	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	29	4	95	28	265	572	63	2	1	21	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	29	4	95	28	265	572	63	2	1	21	84
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.71	0.10	0.24	0.07	0.69	1.00	0.99	0.01	0.02	0.98	1.00
Final Sat.:	100	362	50	154	45	430	562	604	4	10	503	571
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.62	0.62	0.62	1.02	0.10	0.52	0.10	0.04	0.15
Crit Moves:		****			****		****					****
Delay/Veh:	10.3	10.3	10.3	17.2	17.2	17.2	67.3	9.3	9.3	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	17.2	17.2	17.2	67.3	9.3	9.3	9.7	9.7	9.7
LOS by Move:	B	B	B	C	C	C	F	A	A	A	A	A
ApproachDel:		10.3			17.2			61.4			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			17.2			61.4			9.7	
LOS by Appr:		B			C			F			A	
AllWayAvgQ:	0.1	0.1	0.1	1.5	1.5	1.5	9.1	0.1	0.1	0.0	0.2	0.2

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	88	13	175	9	8	0	0	49	18	501	183	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	13	175	9	8	0	0	49	18	501	183	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	13	175	9	8	0	0	49	18	501	183	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	13	175	9	8	0	0	49	18	501	183	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	13	175	9	8	0	0	49	18	501	183	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.13	1.00	1.00	1.00	0.00	1.00	1.46	0.54	1.00	1.75	0.25
Final Sat.:	433	64	590	459	490	0	459	730	278	582	1111	161
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.30	0.02	0.02	xxxx	0.00	0.07	0.06	0.86	0.16	0.16
Crit Moves:			****	****				****		****		
Delay/Veh:	11.3	11.3	10.8	10.3	9.7	0.0	0.0	10.0	9.7	34.7	9.3	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	10.8	10.3	9.7	0.0	0.0	10.0	9.7	34.7	9.3	9.2
LOS by Move:	B	B	B	B	A	*	*	A	A	D	A	A
ApproachDel:	11.0			10.0			9.9			27.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			10.0			9.9			27.2		
LOS by Appr:	B			B			A			D		
AllWayAvgQ:	0.2	0.2	0.4	0.0	0.0	0.0	0.0	0.1	0.1	4.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	35	21	124	51	13	1	2	241	92	294	72	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	21	124	51	13	1	2	241	92	294	72	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	21	124	51	13	1	2	241	92	294	72	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	21	124	51	13	1	2	241	92	294	72	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	21	124	51	13	1	2	241	92	294	72	48
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	1.00	0.97	0.03	1.00	1.45	0.55	1.00	1.20	0.80
Final Sat.:	308	185	575	461	478	15	505	808	322	533	693	499
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.22	0.11	0.03	0.07	0.00	0.30	0.29	0.55	0.10	0.10
Crit Moves:			****	****				****		****		
Delay/Veh:	10.4	10.4	10.0	10.8	9.6	9.6	9.5	11.4	10.9	16.8	9.4	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.4	10.0	10.8	9.6	9.6	9.5	11.4	10.9	16.8	9.4	8.8
LOS by Move:	B	B	B	B	A	A	A	B	B	C	A	A
ApproachDel:	10.1			10.5			11.2			14.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.1			10.5			11.2			14.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.1	0.1	0.2	0.1	0.0	0.0	0.0	0.4	0.4	1.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: C[18.8]

Street Name:	Beckwith Road						Telegraph Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 0	1 0		0 1 0	0 1	
Volume Module:												
Base Vol:	3	1	22	72	4	72	26	182	27	110	402	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	22	72	4	72	26	182	27	110	402	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	22	72	4	72	26	182	27	110	402	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	1	22	72	4	72	26	182	27	110	402	50
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	933	920	196	881	883	402	452	xxxx	xxxxx	209	xxxx	xxxxx
Potent Cap.:	249	273	851	269	287	653	1119	xxxx	xxxxx	1374	xxxx	xxxxx
Move Cap.:	201	244	851	240	256	653	1119	xxxx	xxxxx	1374	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.03	0.30	0.02	0.11	0.02	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	1.2	xxxx	xxxxx	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	23.2	xxxx	xxxxx	26.3	xxxx	xxxxx	8.3	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	C	*	*	D	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	768	xxxx	xxxx	604	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	9.8	xxxxx	xxxx	11.8	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	*	A	*	*	B	*	*	*	A	*	*
ApproachDel:	11.4			18.8			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: D[30.0]

Street Name:	Beckwith Road						Telegraph Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0	1 0		1 0 0	1 0		1 0 0	1 0		0 1 0	0 1	
Volume Module:												
Base Vol:	23	5	117	62	1	20	65	563	3	18	168	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	5	117	62	1	20	65	563	3	18	168	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	5	117	62	1	20	65	563	3	18	168	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	5	117	62	1	20	65	563	3	18	168	67
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	943	966	565	960	900	168	235	xxxx	xxxxx	566	xxxx	xxxxx
Potent Cap.:	245	257	529	238	280	881	1344	xxxx	xxxxx	1016	xxxx	xxxxx
Move Cap.:	227	240	529	174	262	881	1344	xxxx	xxxxx	1016	xxxx	xxxxx
Volume/Cap:	0.10	0.02	0.22	0.36	0.00	0.02	0.05	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	1.5	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	22.7	xxxx	xxxxx	36.8	xxxx	xxxxx	7.8	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	C	*	*	E	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	504	xxxx	xxxx	792	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.9	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	14.4	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxxx	8.6	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	A	*	*	*	A	*	*
ApproachDel:	15.7			30.0			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **13 Briggs Road & Telegraph Road**
Description: **Existing plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	9	0	0.000	N-S(1):	0.116 *
	TH	1.00	71	1,600	0.067	N-S(2):	0.103
	LT	0.00	27	1,600	0.017 *	E-W(1):	0.190 *
Westbound	RT	0.00	66	0	0.000	E-W(2):	0.162
	TH	1.00	187	1,600	0.158		
	LT	1.00	145	1,600	0.091 *	V/C:	0.306
Northbound	RT	0.00	76	0	0.000	Lost Time:	0.000
	TH	1.00	26	1,600	0.099 *	ITS:	0.000
	LT	0.00	57	1,600	0.036		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.306
	TH	1.00	106	1,600	0.099 *		
	LT	1.00	6	1,600	0.004	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.115 *
	TH	1.00	25	1,600	0.037	N-S(2):	0.052
	LT	0.00	31	1,600	0.019 *	E-W(1):	0.286 *
Westbound	RT	0.00	17	0	0.000	E-W(2):	0.103
	TH	1.00	130	1,600	0.092		
	LT	1.00	99	1,600	0.062 *	V/C:	0.401
Northbound	RT	0.00	88	0	0.000	Lost Time:	0.000
	TH	1.00	41	1,600	0.096 *	ITS:	0.000
	LT	0.00	24	1,600	0.015		
Eastbound	RT	0.00	53	0	0.000	ICU:	0.401
	TH	1.00	305	1,600	0.224 *		
	LT	1.00	18	1,600	0.011	LOS:	A

* - Denotes critical movement

EXISTING PLUS PROJECT AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[10.1]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	183	13	10	162	1	0	0	0	12	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	183	13	10	162	1	0	0	0	12	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	183	13	10	162	1	0	0	0	12	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	183	13	10	162	1	0	0	0	12	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	163	xxxx	xxxxx	196	xxxx	xxxxx	387	387	163	380	381	190
Potent Cap.:	1428	xxxx	xxxxx	1389	xxxx	xxxxx	576	551	888	626	555	857
Move Cap.:	1428	xxxx	xxxxx	1389	xxxx	xxxxx	563	545	888	621	550	857
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	725	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.1		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 1.0 Worst Case Level Of Service: B[10.4]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	2	167	19	13	143	0	2	0	4	11	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	167	19	13	143	0	2	0	4	11	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	167	19	13	143	0	2	0	4	11	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	167	19	13	143	0	2	0	4	11	0	7
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	143	xxxx	xxxxx	186	xxxx	xxxxx	353	359	143	352	350	177
Potent Cap.:	1452	xxxx	xxxxx	1401	xxxx	xxxxx	606	571	910	607	578	872
Move Cap.:	1452	xxxx	xxxxx	1401	xxxx	xxxxx	596	565	910	599	572	872
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.02	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	774	xxxxx	xxxx	682	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	10.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			9.7			10.4		
ApproachLOS:	*			*			A			B		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 4.7 Worst Case Level Of Service: B[10.3]

Street Name:	Briggs Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	117	25	111	63	0	0	0	0	30	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	117	25	111	63	0	0	0	0	30	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	117	25	111	63	0	0	0	0	30	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	117	25	111	63	0	0	0	0	30	0	83
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	142	xxxx	xxxxx	xxxx	xxxx	xxxxx	415	415	130
Potent Cap.:	xxxx	xxxx	xxxxx	1453	xxxx	xxxxx	xxxx	xxxx	xxxxx	598	531	926
Move Cap.:	xxxx	xxxx	xxxxx	1453	xxxx	xxxxx	xxxx	xxxx	xxxxx	561	488	926
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	789	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.3		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: B[10.3]

Street Name:	Briggs Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	125	49	118	61	0	0	0	0	21	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	125	49	118	61	0	0	0	0	21	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	125	49	118	61	0	0	0	0	21	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	125	49	118	61	0	0	0	0	21	0	50
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	174	xxxx	xxxxx	xxxx	xxxx	xxxxx	447	447	150
Potent Cap.:	xxxx	xxxx	xxxxx	1415	xxxx	xxxxx	xxxx	xxxx	xxxxx	573	510	902
Move Cap.:	xxxx	xxxx	xxxxx	1415	xxxx	xxxxx	xxxx	xxxx	xxxxx	534	464	902
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	750	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.3		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 5.8 Worst Case Level Of Service: A[9.9]

Street Name:	Briggs Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	20	31	0	0	43	45	117	0	41	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	31	0	0	43	45	117	0	41	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	31	0	0	43	45	117	0	41	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	31	0	0	43	45	117	0	41	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	88	xxxx	xxxxx	xxxx	xxxx	xxxxx	137	137	66	xxxx	xxxx	xxxxx
Potent Cap.:	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	862	758	1004	xxxx	xxxx	xxxxx
Move Cap.:	1520	xxxx	xxxxx	xxxx	xxxx	xxxxx	853	748	1004	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	888	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: B[10.2]

Street Name:	Briggs Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	28	67	0	0	21	54	129	0	17	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	67	0	0	21	54	129	0	17	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	67	0	0	21	54	129	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	67	0	0	21	54	129	0	17	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	75	xxxx	xxxxx	xxxx	xxxx	xxxxx	171	171	48	xxxx	xxxx	xxxxx
Potent Cap.:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx	824	726	1027	xxxx	xxxx	xxxxx
Move Cap.:	1537	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	712	1027	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	832	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

EXISTING PLUS PROJECT WITHOUT BECKWITH EXTENSION PLUS MITIGATION

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **1 10th Street (SR-150) & Harvard Boulevard**
Description: **Existing plus Project without Beckwith Extension Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	135	0	0.000	N-S(1):	0.297
	TH	1.00	597	1,600	0.458 *	N-S(2):	0.477 *
	LT	1.00	22	1,600	0.014	E-W(1):	0.311 *
Westbound	RT	1.00	17	1,600	0.000	E-W(2):	0.260
	TH	1.00	321	1,600	0.201		
	LT	1.00	173	1,600	0.108 *	V/C:	0.788
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.000
	TH	1.00	342	1,600	0.283	ITS:	0.000
	LT	0.00	31	1,600	0.019 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.788
	TH	1.00	221	1,600	0.203 *		
	LT	1.00	95	1,600	0.059	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	139	0	0.000	N-S(1):	0.462 *
	TH	1.00	381	1,600	0.325	N-S(2):	0.356
	LT	1.00	28	1,600	0.018 *	E-W(1):	0.338 *
Westbound	RT	1.00	29	1,600	0.001	E-W(2):	0.311
	TH	1.00	344	1,600	0.215		
	LT	1.00	147	1,600	0.092 *	V/C:	0.800
Northbound	RT	0.00	139	0	0.000	Lost Time:	0.000
	TH	1.00	522	1,600	0.444 *	ITS:	0.000
	LT	0.00	50	1,600	0.031		
Eastbound	RT	0.00	72	0	0.000	ICU:	0.800
	TH	1.00	321	1,600	0.246 *		
	LT	1.00	153	1,600	0.096	LOS:	C

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Harvard Boulevard**
Description: **Existing plus Project without Beckwith Extension Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	158	0	0.000	N-S(1):	0.130
	TH	2.00	376	3,200	0.167 *	N-S(2):	0.267 *
	LT	1.00	52	1,600	0.033	E-W(1):	0.237
Westbound	RT	1.00	88	1,600	0.023	E-W(2):	0.239 *
	TH	1.00	289	1,600	0.181 *		
	LT	1.00	248	1,600	0.155	V/C:	0.506
Northbound	RT	1.00	158	1,600	0.000	Lost Time:	0.000
	TH	1.00	155	1,600	0.097	ITS:	0.000
	LT	1.00	160	1,600	0.100 *		
Eastbound	RT	0.00	113	0	0.000	ICU:	0.506
	TH	2.00	150	3,200	0.082		
	LT	1.00	93	1,600	0.058 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	84	0	0.000	N-S(1):	0.211 *
	TH	2.00	162	3,200	0.077	N-S(2):	0.122
	LT	1.00	28	1,600	0.018 *	E-W(1):	0.289 *
Westbound	RT	1.00	28	1,600	0.000	E-W(2):	0.238
	TH	1.00	187	1,600	0.117		
	LT	1.00	181	1,600	0.113 *	V/C:	0.500
Northbound	RT	1.00	422	1,600	0.151	Lost Time:	0.000
	TH	1.00	308	1,600	0.193 *	ITS:	0.000
	LT	1.00	72	1,600	0.045		
Eastbound	RT	0.00	212	0	0.000	ICU:	0.500
	TH	2.00	352	3,200	0.176 *		
	LT	1.00	193	1,600	0.121	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Main (as Part of Intersection 8)**
Description: **Existing plus Project without Beckwith Extension Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.023 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	36	1,600	0.023 *	E-W(1):	0.118 *
Westbound	RT	1.00	58	1,600	0.014	E-W(2):	0.014
	TH	0.00	0	0	0.000		
	LT	2.00	302	2,560	0.118 *	V/C:	0.141
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.141
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.014 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	23	1,600	0.014 *	E-W(1):	0.076 *
Westbound	RT	1.00	23	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	2.00	194	2,560	0.076 *	V/C:	0.090
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.090
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **10 Peck Road & SR-126 EB ramps**
Description: **Existing plus Project without Beckwith Extension Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	92	0	0.000	N-S(1):	0.085
	TH	1.00	39	1,600	0.136 *	N-S(2):	0.141 *
	LT	0.00	86	1,600	0.054	E-W(1):	0.220
Westbound	RT	0.00	112	1,600	0.070 *	E-W(2):	0.274 *
	TH	2.00	50	1,600	0.034		
	LT	0.00	5	1,600	0.003	V/C:	0.415
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.000
	TH	1.00	35	1,600	0.031	ITS:	0.000
	LT	0.00	8	1,600	0.005 *		
Eastbound	RT	0.00	14	0	0.000	ICU:	0.415
	TH	2.00	7	1,600	0.217		
	LT	0.00	326	1,600	0.204 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	265	0	0.000	N-S(1):	0.085
	TH	1.00	28	1,600	0.243 *	N-S(2):	0.248 *
	LT	0.00	95	1,600	0.059	E-W(1):	0.021
Westbound	RT	0.00	84	1,600	0.053 *	E-W(2):	0.411 *
	TH	2.00	21	1,600	0.014		
	LT	0.00	1	1,600	0.001	V/C:	0.659
Northbound	RT	0.00	4	0	0.000	Lost Time:	0.000
	TH	1.00	29	1,600	0.026	ITS:	0.000
	LT	0.00	8	1,600	0.005 *		
Eastbound	RT	0.00	2	0	0.000	ICU:	0.659
	TH	2.00	63	3,200	0.020		
	LT	1.00	572	1,600	0.358 *	LOS:	B

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **12 Beckwith Road & Telegraph Road**
Description: **Existing plus Project without Beckwith Extension Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	72	0	0.000	N-S(1):	0.061 *
	TH	1.00	4	1,600	0.048	N-S(2):	0.050
	LT	1.00	72	1,600	0.045 *	E-W(1):	0.200
Westbound	RT	1.00	50	1,600	0.000	E-W(2):	0.267 *
	TH	1.00	402	1,600	0.251 *		
	LT	1.00	110	1,600	0.069	V/C:	0.328
Northbound	RT	0.00	22	0	0.000	Lost Time:	0.000
	TH	1.00	1	1,600	0.016 *	ITS:	0.000
	LT	0.00	3	1,600	0.002		
Eastbound	RT	0.00	27	0	0.000	ICU:	0.328
	TH	1.00	182	1,600	0.131		
	LT	1.00	26	1,600	0.016 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.130 *
	TH	1.00	1	1,600	0.013	N-S(2):	0.027
	LT	1.00	62	1,600	0.039 *	E-W(1):	0.365 *
Westbound	RT	1.00	67	1,600	0.003	E-W(2):	0.146
	TH	1.00	168	1,600	0.105		
	LT	1.00	18	1,600	0.011 *	V/C:	0.495
Northbound	RT	0.00	117	0	0.000	Lost Time:	0.000
	TH	1.00	5	1,600	0.091 *	ITS:	0.000
	LT	0.00	23	1,600	0.014		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.495
	TH	1.00	563	1,600	0.354 *		
	LT	1.00	65	1,600	0.041	LOS:	A

* - Denotes critical movement

CUMULATIVE BASE (YEAR 2031)

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **1 10th Street (SR-150) & Harvard Boulevard**
Description: **Cumulative Base**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.360
	TH	1.00	729	1,600	0.549 *	N-S(2):	0.570 *
	LT	1.00	32	1,600	0.020	E-W(1):	0.422 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.361
	TH	1.00	436	1,600	0.285		
	LT	1.00	194	1,600	0.121 *	V/C:	0.992
Northbound	RT	0.00	113	0	0.000	Lost Time:	0.000
	TH	1.00	398	1,600	0.340	ITS:	0.000
	LT	0.00	33	1,600	0.021 *		
Eastbound	RT	0.00	102	0	0.000	ICU:	0.992
	TH	1.00	380	1,600	0.301 *		
	LT	1.00	121	1,600	0.076	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	173	0	0.000	N-S(1):	0.570 *
	TH	1.00	454	1,600	0.392	N-S(2):	0.418
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.463 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.457
	TH	1.00	517	1,600	0.349		
	LT	1.00	191	1,600	0.119 *	V/C:	1.033
Northbound	RT	0.00	157	0	0.000	Lost Time:	0.000
	TH	1.00	673	1,600	0.545 *	ITS:	0.000
	LT	0.00	42	1,600	0.026		
Eastbound	RT	0.00	76	0	0.000	ICU:	1.033
	TH	1.00	474	1,600	0.344 *		
	LT	1.00	173	1,600	0.108	LOS:	F

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **2 8th Street & Main Street**
Description: **Cumulative Base**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.160
	TH	1.00	226	1,600	0.196 *	N-S(2):	0.211 *
	LT	1.00	49	1,600	0.031	E-W(1):	0.212 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.192
	TH	1.00	193	1,600	0.147		
	LT	0.00	18	1,600	0.011 *	V/C:	0.423
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.000
	TH	1.00	175	1,600	0.129	ITS:	0.000
	LT	1.00	24	1,600	0.015 *		
Eastbound	RT	1.00	34	1,600	0.006	ICU:	0.423
	TH	1.00	249	1,600	0.201 *		
	LT	0.00	72	1,600	0.045	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.207 *
	TH	1.00	147	1,600	0.134	N-S(2):	0.157
	LT	1.00	37	1,600	0.023 *	E-W(1):	0.289 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.270
	TH	1.00	262	1,600	0.213		
	LT	0.00	34	1,600	0.021 *	V/C:	0.496
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.000
	TH	1.00	224	1,600	0.184 *	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	1.00	60	1,600	0.015	ICU:	0.496
	TH	1.00	338	1,600	0.268 *		
	LT	0.00	91	1,600	0.057	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **3 8th Street & Harvard Boulevard**
Description: **Cumulative Base**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	152	1,600	0.029	N-S(1):	0.108 *
	TH	1.00	34	1,600	0.074	N-S(2):	0.085
	LT	0.00	84	1,600	0.053 *	E-W(1):	0.200
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.279 *
	TH	2.00	639	3,200	0.213 *		
	LT	1.00	27	1,600	0.017	V/C:	0.387
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.000
	TH	1.00	35	1,600	0.055 *	ITS:	0.000
	LT	0.00	17	1,600	0.011		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.387
	TH	2.00	564	3,200	0.183		
	LT	1.00	105	1,600	0.066 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	105	1,600	0.000	N-S(1):	0.140 *
	TH	1.00	30	1,600	0.066	N-S(2):	0.072
	LT	0.00	75	1,600	0.047 *	E-W(1):	0.260
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.352 *
	TH	2.00	761	3,200	0.263 *		
	LT	1.00	39	1,600	0.024	V/C:	0.492
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.000
	TH	1.00	77	1,600	0.093 *	ITS:	0.000
	LT	0.00	10	1,600	0.006		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.492
	TH	2.00	748	3,200	0.236		
	LT	1.00	143	1,600	0.089 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **4 Palm Avenue & Main Street**
Description: **Cumulative Base**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	48	0	0.000	N-S(1):	0.211
	TH	1.00	420	1,600	0.311 *	N-S(2):	0.352 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.255 *
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.163
	TH	1.00	181	1,600	0.125		
	LT	1.00	138	1,600	0.086 *	V/C:	0.607
Northbound	RT	1.00	164	1,600	0.016	Lost Time:	0.000
	TH	1.00	307	1,600	0.192	ITS:	0.000
	LT	1.00	65	1,600	0.041 *		
Eastbound	RT	1.00	97	1,600	0.020	ICU:	0.607
	TH	1.00	271	1,600	0.169 *		
	LT	1.00	60	1,600	0.038	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	44	0	0.000	N-S(1):	0.247
	TH	1.00	327	1,600	0.243 *	N-S(2):	0.274 *
	LT	0.00	18	1,600	0.011	E-W(1):	0.295 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.197
	TH	1.00	228	1,600	0.161		
	LT	1.00	127	1,600	0.079 *	V/C:	0.569
Northbound	RT	1.00	250	1,600	0.077	Lost Time:	0.000
	TH	1.00	377	1,600	0.236	ITS:	0.000
	LT	1.00	49	1,600	0.031 *		
Eastbound	RT	1.00	75	1,600	0.016	ICU:	0.569
	TH	1.00	346	1,600	0.216 *		
	LT	1.00	57	1,600	0.036	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **5 Palm Avenue & Harvard Boulevard**
Description: **Cumulative Base**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	134	0	0.000	N-S(1):	0.294
	TH	1.00	457	1,600	0.369 *	N-S(2):	0.463 *
	LT	1.00	76	1,600	0.048	E-W(1):	0.294 *
Westbound	RT	1.00	90	1,600	0.009	E-W(2):	0.237
	TH	2.00	554	3,200	0.173		
	LT	1.00	201	1,600	0.126 *	V/C:	0.757
Northbound	RT	0.00	96	0	0.000	Lost Time:	0.000
	TH	1.00	298	1,600	0.246	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	1.00	193	1,600	0.027	ICU:	0.757
	TH	2.00	537	3,200	0.168 *		
	LT	1.00	103	1,600	0.064	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	131	0	0.000	N-S(1):	0.450 *
	TH	1.00	312	1,600	0.277	N-S(2):	0.415
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.284
Westbound	RT	1.00	91	1,600	0.000	E-W(2):	0.307 *
	TH	2.00	702	3,200	0.219 *		
	LT	1.00	119	1,600	0.074	V/C:	0.757
Northbound	RT	0.00	163	0	0.000	Lost Time:	0.000
	TH	1.00	457	1,600	0.388 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	1.00	179	1,600	0.000	ICU:	0.757
	TH	2.00	672	3,200	0.210		
	LT	1.00	140	1,600	0.088 *	LOS:	C

* - Denotes critical movement

2031 Cummulative Base AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	55	92	90	38	138	127	58	222	74	115	253	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	92	90	38	138	127	58	222	74	115	253	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	92	90	38	138	127	58	222	74	115	253	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	92	90	38	138	127	58	222	74	115	253	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	92	90	38	138	127	58	222	74	115	253	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.78	0.76	0.12	0.46	0.42	0.33	1.25	0.42	0.61	1.34	0.05
Final Sat.:	214	369	387	64	234	216	161	634	219	296	674	27
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.23	0.59	0.59	0.59	0.36	0.35	0.34	0.39	0.38	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	12.4	12.0	11.1	18.2	18.2	18.2	13.4	12.9	12.4	14.0	13.4	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	12.0	11.1	18.2	18.2	18.2	13.4	12.9	12.4	14.0	13.4	13.2
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	11.8			18.2			12.9			13.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.8			18.2			12.9			13.6		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.3	0.3	0.3	1.2	1.2	1.2	0.5	0.5	0.5	0.6	0.5	0.5

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	37	143	66	22	111	108	171	412	48	85	265	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	143	66	22	111	108	171	412	48	85	265	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	143	66	22	111	108	171	412	48	85	265	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	143	66	22	111	108	171	412	48	85	265	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	143	66	22	111	108	171	412	48	85	265	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	1.16	0.54	0.09	0.46	0.45	0.54	1.31	0.15	0.46	1.43	0.11
Final Sat.:	132	523	251	43	218	212	271	677	80	215	689	55
Capacity Analysis Module:												
Vol/Sat:	0.28	0.27	0.26	0.51	0.51	0.51	0.63	0.61	0.60	0.39	0.38	0.38
Crit Moves:	****				****		****			****		
Delay/Veh:	13.3	12.9	12.3	17.1	17.1	17.1	20.7	19.3	18.5	14.6	14.1	13.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	12.9	12.3	17.1	17.1	17.1	20.7	19.3	18.5	14.6	14.1	13.8
LOS by Move:	B	B	B	C	C	C	C	C	C	B	B	B
ApproachDel:	12.8			17.1			19.6			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.8			17.1			19.6			14.2		
LOS by Appr:	B			C			C			B		
AllWayAvgQ:	0.3	0.3	0.3	0.9	0.9	0.9	1.5	1.3	1.3	0.6	0.5	0.5

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **7 Steckel Drive & Harvard Boulevard**
Description: **Cumulative Base**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.191
	TH	1.00	38	1,600	0.174 *	N-S(2):	0.198 *
	LT	0.00	161	1,600	0.101	E-W(1):	0.187
Westbound	RT	0.00	216	0	0.000	E-W(2):	0.246 *
	TH	2.00	440	3,200	0.205 *		
	LT	1.00	27	1,600	0.017	V/C:	0.444
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.000
	TH	1.00	40	1,600	0.090	ITS:	0.000
	LT	0.00	39	1,600	0.024 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.444
	TH	2.00	534	3,200	0.170		
	LT	1.00	66	1,600	0.041 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	69	0	0.000	N-S(1):	0.153
	TH	1.00	36	1,600	0.147 *	N-S(2):	0.161 *
	LT	0.00	130	1,600	0.081	E-W(1):	0.271
Westbound	RT	0.00	192	0	0.000	E-W(2):	0.327 *
	TH	2.00	682	3,200	0.273 *		
	LT	1.00	62	1,600	0.039	V/C:	0.488
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.000
	TH	1.00	25	1,600	0.072	ITS:	0.000
	LT	0.00	22	1,600	0.014 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.488
	TH	2.00	700	3,200	0.232		
	LT	1.00	87	1,600	0.054 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Harvard Boulevard**
Description: **Cumulative Base**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	124	0	0.000	N-S(1):	0.264
	TH	1.00	558	1,600	0.426 *	N-S(2):	0.460 *
	LT	1.00	149	1,600	0.093	E-W(1):	0.231 *
Westbound	RT	1.00	159	1,600	0.006	E-W(2):	0.212
	TH	1.00	244	1,600	0.153		
	LT	1.00	224	1,600	0.140 *	V/C:	0.691
Northbound	RT	1.00	165	1,600	0.000	Lost Time:	0.000
	TH	1.00	274	1,600	0.171	ITS:	0.000
	LT	1.00	55	1,600	0.034 *		
Eastbound	RT	0.00	99	0	0.000	ICU:	0.691
	TH	2.00	191	3,200	0.091 *		
	LT	1.00	94	1,600	0.059	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	83	0	0.000	N-S(1):	0.371 *
	TH	1.00	318	1,600	0.251	N-S(2):	0.284
	LT	1.00	87	1,600	0.054 *	E-W(1):	0.243 *
Westbound	RT	1.00	112	1,600	0.016	E-W(2):	0.237
	TH	1.00	222	1,600	0.139		
	LT	1.00	187	1,600	0.117 *	V/C:	0.614
Northbound	RT	1.00	408	1,600	0.138	Lost Time:	0.000
	TH	1.00	507	1,600	0.317 *	ITS:	0.000
	LT	1.00	52	1,600	0.033		
Eastbound	RT	0.00	95	0	0.000	ICU:	0.614
	TH	2.00	307	3,200	0.126 *		
	LT	1.00	156	1,600	0.098	LOS:	B

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Main (as Part of Intersection 8)**
Description: **Cumulative Base**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.026 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	41	1,600	0.026 *	E-W(1):	0.191 *
Westbound	RT	1.00	64	1,600	0.014	E-W(2):	0.014
	TH	0.00	0	0	0.000		
	LT	1.00	305	1,600	0.191 *	V/C:	0.217
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.217
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.014 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	23	1,600	0.014 *	E-W(1):	0.113 *
Westbound	RT	1.00	23	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	181	1,600	0.113 *	V/C:	0.127
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.127
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **9 Peck Road & Faulkner Road**
Description: **Cumulative Base**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	618	1,600	0.299 *	N-S(1):	0.223
	TH	1.00	240	1,600	0.150	N-S(2):	0.351 *
	LT	0.00	0	0	0.000	E-W(1):	0.001
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.088 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.439
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	357	1,600	0.223	ITS:	0.000
	LT	1.00	83	1,600	0.052 *		
Eastbound	RT	1.00	85	1,600	0.001	ICU:	0.439
	TH	0.00	0	0	0.000		
	LT	1.00	140	1,600	0.088 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	383	1,600	0.112	N-S(1):	0.499 *
	TH	1.00	224	1,600	0.140	N-S(2):	0.189
	LT	0.00	0	0	0.000 *	E-W(1):	0.015
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.128 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.627
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	798	1,600	0.499 *	ITS:	0.000
	LT	1.00	79	1,600	0.049		
Eastbound	RT	1.00	103	1,600	0.015	ICU:	0.627
	TH	0.00	0	0	0.000		
	LT	1.00	204	1,600	0.128 *	LOS:	B

* - Denotes critical movement

2031 Cummulative Base AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	13	44	8	93	67	161	289	8	28	5	54	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	44	8	93	67	161	289	8	28	5	54	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	44	8	93	67	161	289	8	28	5	54	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	44	8	93	67	161	289	8	28	5	54	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	44	8	93	67	161	289	8	28	5	54	122
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.68	0.12	0.29	0.21	0.50	1.00	0.83	0.17	0.06	0.94	1.00
Final Sat.:	113	383	70	194	140	335	560	511	106	31	534	639
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.48	0.48	0.48	0.52	0.02	0.26	0.16	0.10	0.19
Crit Moves:		****		****			****					****
Delay/Veh:	9.4	9.4	9.4	12.4	12.4	12.4	15.0	8.6	8.6	9.3	9.3	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	12.4	12.4	12.4	15.0	8.6	8.6	9.3	9.3	9.1
LOS by Move:	A	A	A	B	B	B	B	A	A	A	A	A
ApproachDel:		9.4			12.4			14.3			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.4			12.4			14.3			9.2	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.1	0.1	0.1	0.8	0.8	0.8	0.9	0.1	0.1	0.1	0.2	0.2

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.298
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	97.6
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	19	59	4	103	38	185	732	68	8	1	23	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	59	4	103	38	185	732	68	8	1	23	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	59	4	103	38	185	732	68	8	1	23	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	59	4	103	38	185	732	68	8	1	23	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	59	4	103	38	185	732	68	8	1	23	91
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.72	0.05	0.31	0.12	0.57	1.00	0.98	0.02	0.02	0.98	1.00
Final Sat.:	120	374	25	191	71	343	564	599	12	9	504	571
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.54	0.54	0.54	1.30	0.11	0.66	0.11	0.05	0.16
Crit Moves:	****			****			****					****
Delay/Veh:	10.9	10.9	10.9	15.4	15.4	15.4	166.9	9.4	9.4	9.7	9.7	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	15.4	15.4	15.4	166.9	9.4	9.4	9.7	9.7	9.8
LOS by Move:	B	B	B	C	C	C	F	A	A	A	A	A
ApproachDel:	10.9			15.4			152.0			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			15.4			152.0			9.8		
LOS by Appr:	B			C			F			A		
AllWayAvgQ:	0.2	0.2	0.2	1.1	1.1	1.1	24.7	0.1	0.1	0.0	0.2	0.2

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	56.3
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	18	21	175	28	9	0	0	27	9	650	26	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	21	175	28	9	0	0	27	9	650	26	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	21	175	28	9	0	0	27	9	650	26	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	21	175	28	9	0	0	27	9	650	26	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	21	175	28	9	0	0	27	9	650	26	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.54	1.00	1.00	1.00	0.00	1.00	1.50	0.50	1.00	1.00	1.00
Final Sat.:	244	284	612	484	518	0	481	788	272	607	651	745
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.29	0.06	0.02	xxxx	0.00	0.03	0.03	1.07	0.04	0.04
Crit Moves:			****	****				****		****		
Delay/Veh:	10.0	10.0	10.9	10.5	9.7	0.0	0.0	9.6	9.4	80.5	8.4	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.9	10.5	9.7	0.0	0.0	9.6	9.4	80.5	8.4	7.6
LOS by Move:	B	B	B	B	A	*	*	A	A	F	A	A
ApproachDel:	10.7			10.3			9.6			74.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.7			10.3			9.6			74.9		
LOS by Appr:	B			B			A			F		
AllWayAvgQ:	0.1	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.0	12.1	0.0	0.0

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	14.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 1 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	21	41	191	73	14	1	2	67	16	373	41	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	41	191	73	14	1	2	67	16	373	41	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	41	191	73	14	1	2	67	16	373	41	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	41	191	73	14	1	2	67	16	373	41	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	41	191	73	14	1	2	67	16	373	41	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.66	1.00	1.00	0.98	0.02	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	181	353	618	487	509	12	471	827	202	561	601	682
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.31	0.15	0.03	0.08	0.00	0.08	0.08	0.66	0.07	0.08
Crit Moves:			****	****				****		****		
Delay/Veh:	9.9	9.9	10.5	10.7	9.3	9.3	9.9	9.8	9.6	20.0	8.9	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	10.5	10.7	9.3	9.3	9.9	9.8	9.6	20.0	8.9	8.2
LOS by Move:	A	A	B	B	A	A	A	A	A	C	A	A
ApproachDel:	10.3			10.5			9.7			17.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.5			9.7			17.7		
LOS by Appr:	B			B			A			C		
AllWayAvgQ:	0.1	0.1	0.4	0.2	0.0	0.0	0.0	0.1	0.1	1.7	0.1	0.1

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: B[12.3]

Street Name:	Beckwith Road						Telegraph Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	0 1	0 0	1
Volume Module:												
Base Vol:	1	0	10	73	0	74	27	186	13	18	243	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	10	73	0	74	27	186	13	18	243	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	10	73	0	74	27	186	13	18	243	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	10	73	0	74	27	186	13	18	243	53
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	589	579	193	531	532	243	296	xxxx	xxxxx	199	xxxx	xxxxx
Potent Cap.:	423	429	854	462	456	801	1277	xxxx	xxxxx	1385	xxxx	xxxxx
Move Cap.:	374	415	854	445	441	801	1277	xxxx	xxxxx	1385	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	0.16	0.00	0.09	0.02	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.7	xxxx	xxxxx	7.9	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	765	xxxxx	xxxx	xxxx	801	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.8	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	A	*	*	*	A	*	*
ApproachDel:	9.8			12.3			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[16.9]

Street Name:	Beckwith Road						Telegraph Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			1 0 0 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	7	1	14	66	0	21	66	412	1	4	173	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	14	66	0	21	66	412	1	4	173	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	14	66	0	21	66	412	1	4	173	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1	14	66	0	21	66	412	1	4	173	66
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	769	792	413	733	726	173	239	xxxx	xxxxx	413	xxxx	xxxxx
Potent Cap.:	321	324	644	339	354	876	1340	xxxx	xxxxx	1157	xxxx	xxxxx
Move Cap.:	300	307	644	317	335	876	1340	xxxx	xxxxx	1157	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.02	0.21	0.00	0.02	0.05	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.3	xxxx	xxxxx	7.8	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	455	xxxxx	xxxx	xxxx	876	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.3	xxxxx	xxxxx	xxxx	9.2	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	A	*	*	*	A	*	*
ApproachDel:	13.3			16.9			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **13 Briggs Road & Telegraph Road**
Description: **Cumulative Base**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.220
	TH	1.00	353	1,600	0.245 *	N-S(2):	0.284 *
	LT	0.00	29	1,600	0.018	E-W(1):	0.203 *
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.177
	TH	1.00	204	1,600	0.173		
	LT	1.00	152	1,600	0.095 *	V/C:	0.487
Northbound	RT	0.00	42	0	0.000	Lost Time:	0.000
	TH	1.00	219	1,600	0.202	ITS:	0.000
	LT	0.00	62	1,600	0.039 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.487
	TH	1.00	114	1,600	0.108 *		
	LT	1.00	7	1,600	0.004	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.272 *
	TH	1.00	196	1,600	0.146	N-S(2):	0.162
	LT	0.00	34	1,600	0.021 *	E-W(1):	0.293 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.112
	TH	1.00	141	1,600	0.099		
	LT	1.00	63	1,600	0.039 *	V/C:	0.565
Northbound	RT	0.00	89	0	0.000	Lost Time:	0.000
	TH	1.00	287	1,600	0.251 *	ITS:	0.000
	LT	0.00	26	1,600	0.016		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.565
	TH	1.00	348	1,600	0.254 *		
	LT	1.00	20	1,600	0.013	LOS:	A

* - Denotes critical movement

2031 Cummulative Base AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[13.3]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	349	14	11	446	1	0	0	0	13	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	349	14	11	446	1	0	0	0	13	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	349	14	11	446	1	0	0	0	13	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	349	14	11	446	1	0	0	0	13	0	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	447	xxxx	xxxxx	363	xxxx	xxxxx	840	840	447	833	833	356
Potent Cap.:	1124	xxxx	xxxxx	1207	xxxx	xxxxx	287	304	616	342	307	693
Move Cap.:	1124	xxxx	xxxxx	1207	xxxx	xxxxx	279	300	616	338	303	693
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.04	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	460	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.3		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[14.3]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	418	21	14	280	0	2	0	4	12	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	418	21	14	280	0	2	0	4	12	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	418	21	14	280	0	2	0	4	12	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	418	21	14	280	0	2	0	4	12	0	8
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	280	xxxx	xxxxx	439	xxxx	xxxxx	745	751	280	743	741	429
Potent Cap.:	1294	xxxx	xxxxx	1132	xxxx	xxxxx	333	342	764	334	347	631
Move Cap.:	1294	xxxx	xxxxx	1132	xxxx	xxxxx	325	337	764	329	342	631
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.01	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	527	xxxxx	xxxx	406	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	14.3	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.9			14.3		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 6.7 Worst Case Level Of Service: C[19.5]

Street Name:	Briggs Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	278	27	391	68	0	0	0	0	33	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	278	27	391	68	0	0	0	0	33	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	278	27	391	68	0	0	0	0	33	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	278	27	391	68	0	0	0	0	33	0	90
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	305	xxxx	xxxxx	xxxx	xxxx	xxxxx	1142	1142	292
Potent Cap.:	xxxx	xxxx	xxxxx	1267	xxxx	xxxxx	xxxx	xxxx	xxxxx	224	202	752
Move Cap.:	xxxx	xxxx	xxxxx	1267	xxxx	xxxxx	xxxx	xxxx	xxxxx	155	123	752
Volume/Cap:	xxxx	xxxx	xxxx	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	370	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.5		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[15.5]

Street Name:	Briggs Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	1	0	0 1	0	0	0 0	0	0	0 0	1!	0 0
Volume Module:												
Base Vol:	0	372	53	253	66	0	0	0	0	23	0	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	372	53	253	66	0	0	0	0	23	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	372	53	253	66	0	0	0	0	23	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	372	53	253	66	0	0	0	0	23	0	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	425	xxxx	xxxxx	xxxx	xxxx	xxxxx	971	971	399
Potent Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	xxxx	xxxx	xxxxx	283	255	656
Move Cap.:	xxxx	xxxx	xxxxx	1145	xxxx	xxxxx	xxxx	xxxx	xxxxx	227	189	656
Volume/Cap:	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	419	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.5	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.5		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: B[11.7]

Street Name:	Briggs Road								SR-126 EB On/Off-Ramps							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L -	T -	R		L -	T -	R		L -	T -	R		L -	T -	R	
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0 1	0 0	0		0 0	0 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	22	34	0	0	47	49	278	0	44	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	22	34	0	0	47	49	278	0	44	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	22	34	0	0	47	49	278	0	44	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	22	34	0	0	47	49	278	0	44	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	96	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	150	72	xxxx	xxxx	xxxxx				
Potent Cap.:	1510	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	746	996	xxxx	xxxx	xxxxx				
Move Cap.:	1510	xxxx	xxxxx	xxxx	xxxx	xxxxx	838	735	996	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.04	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	856	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx				11.7			xxxxxx					
ApproachLOS:	*			*				B			*					

Note: Queue reported is the number of cars per lane.

2031 Cummulative Base PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 9.7 Worst Case Level Of Service: B[13.7]

Street Name:	Briggs Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	30	73	0	0	23	59	376	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	73	0	0	23	59	376	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	73	0	0	23	59	376	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	73	0	0	23	59	376	0	18	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	82	xxxx	xxxxx	xxxx	xxxx	xxxxx	186	186	53	xxxx	xxxx	xxxxx
Potent Cap.:	1528	xxxx	xxxxx	xxxx	xxxx	xxxxx	808	712	1021	xxxx	xxxx	xxxxx
Move Cap.:	1528	xxxx	xxxxx	xxxx	xxxx	xxxxx	796	698	1021	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.47	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	804	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.7			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

CUMULATIVE PLUS PROJECT (YEAR 2031)

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **1 10th Street (SR-150) & Harvard Boulevard**
Description: **Cumulative plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.364
	TH	1.00	755	1,600	0.578 *	N-S(2):	0.599 *
	LT	1.00	32	1,600	0.020	E-W(1):	0.438 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.375
	TH	1.00	455	1,600	0.297		
	LT	1.00	206	1,600	0.129 *	V/C:	1.037
Northbound	RT	0.00	115	0	0.000	Lost Time:	0.000
	TH	1.00	402	1,600	0.344	ITS:	0.000
	LT	0.00	34	1,600	0.021 *		
Eastbound	RT	0.00	112	0	0.000	ICU:	1.037
	TH	1.00	383	1,600	0.309 *		
	LT	1.00	124	1,600	0.078	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	177	0	0.000	N-S(1):	0.603 *
	TH	1.00	459	1,600	0.398	N-S(2):	0.431
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.479 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.474
	TH	1.00	520	1,600	0.351		
	LT	1.00	193	1,600	0.121 *	V/C:	1.082
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.000
	TH	1.00	702	1,600	0.578 *	ITS:	0.000
	LT	0.00	53	1,600	0.033		
Eastbound	RT	0.00	78	0	0.000	ICU:	1.082
	TH	1.00	495	1,600	0.358 *		
	LT	1.00	196	1,600	0.123	LOS:	F

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **2 8th Street & Main Street**
Description: **Cumulative plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.160
	TH	1.00	226	1,600	0.196 *	N-S(2):	0.211 *
	LT	1.00	49	1,600	0.031	E-W(1):	0.214 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.206
	TH	1.00	216	1,600	0.161		
	LT	0.00	18	1,600	0.011 *	V/C:	0.425
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.000
	TH	1.00	175	1,600	0.129	ITS:	0.000
	LT	1.00	24	1,600	0.015 *		
Eastbound	RT	1.00	34	1,600	0.006	ICU:	0.425
	TH	1.00	252	1,600	0.203 *		
	LT	0.00	72	1,600	0.045	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.207 *
	TH	1.00	147	1,600	0.134	N-S(2):	0.157
	LT	1.00	37	1,600	0.023 *	E-W(1):	0.305 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.272
	TH	1.00	266	1,600	0.215		
	LT	0.00	34	1,600	0.021 *	V/C:	0.512
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.000
	TH	1.00	224	1,600	0.184 *	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	1.00	60	1,600	0.015	ICU:	0.512
	TH	1.00	363	1,600	0.284 *		
	LT	0.00	91	1,600	0.057	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **3 8th Street & Harvard Boulevard**
Description: **Cumulative plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	152	1,600	0.029	N-S(1):	0.108 *
	TH	1.00	34	1,600	0.074	N-S(2):	0.085
	LT	0.00	84	1,600	0.053 *	E-W(1):	0.202
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.298 *
	TH	2.00	699	3,200	0.232 *		
	LT	1.00	27	1,600	0.017	V/C:	0.406
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.000
	TH	1.00	35	1,600	0.055 *	ITS:	0.000
	LT	0.00	17	1,600	0.011		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.406
	TH	2.00	573	3,200	0.185		
	LT	1.00	105	1,600	0.066 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	105	1,600	0.000	N-S(1):	0.140 *
	TH	1.00	30	1,600	0.066	N-S(2):	0.072
	LT	0.00	75	1,600	0.047 *	E-W(1):	0.281
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.355 *
	TH	2.00	771	3,200	0.266 *		
	LT	1.00	39	1,600	0.024	V/C:	0.495
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.000
	TH	1.00	77	1,600	0.093 *	ITS:	0.000
	LT	0.00	10	1,600	0.006		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.495
	TH	2.00	815	3,200	0.257		
	LT	1.00	143	1,600	0.089 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **4 Palm Avenue & Main Street**
Description: **Cumulative plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.212
	TH	1.00	429	1,600	0.331 *	N-S(2):	0.372 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.257 *
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.178
	TH	1.00	204	1,600	0.139		
	LT	1.00	138	1,600	0.086 *	V/C:	0.629
Northbound	RT	1.00	164	1,600	0.016	Lost Time:	0.000
	TH	1.00	308	1,600	0.193	ITS:	0.000
	LT	1.00	65	1,600	0.041 *		
Eastbound	RT	1.00	97	1,600	0.020	ICU:	0.629
	TH	1.00	274	1,600	0.171 *		
	LT	1.00	63	1,600	0.039	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	48	0	0.000	N-S(1):	0.253
	TH	1.00	328	1,600	0.246 *	N-S(2):	0.277 *
	LT	0.00	18	1,600	0.011	E-W(1):	0.311 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.215
	TH	1.00	232	1,600	0.164		
	LT	1.00	127	1,600	0.079 *	V/C:	0.588
Northbound	RT	1.00	250	1,600	0.077	Lost Time:	0.000
	TH	1.00	387	1,600	0.242	ITS:	0.000
	LT	1.00	49	1,600	0.031 *		
Eastbound	RT	1.00	75	1,600	0.016	ICU:	0.588
	TH	1.00	371	1,600	0.232 *		
	LT	1.00	81	1,600	0.051	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **5 Palm Avenue & Harvard Boulevard**
Description: **Cumulative plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	143	0	0.000	N-S(1):	0.294
	TH	1.00	457	1,600	0.375 *	N-S(2):	0.469 *
	LT	1.00	76	1,600	0.048	E-W(1):	0.297 *
Westbound	RT	1.00	90	1,600	0.009	E-W(2):	0.262
	TH	2.00	629	3,200	0.197		
	LT	1.00	201	1,600	0.126 *	V/C:	0.766
Northbound	RT	0.00	96	0	0.000	Lost Time:	0.000
	TH	1.00	298	1,600	0.246	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	1.00	193	1,600	0.027	ICU:	0.766
	TH	2.00	548	3,200	0.171 *		
	LT	1.00	104	1,600	0.065	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	132	0	0.000	N-S(1):	0.450 *
	TH	1.00	312	1,600	0.278	N-S(2):	0.416
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.310
Westbound	RT	1.00	91	1,600	0.000	E-W(2):	0.317 *
	TH	2.00	715	3,200	0.223 *		
	LT	1.00	119	1,600	0.074	V/C:	0.767
Northbound	RT	0.00	163	0	0.000	Lost Time:	0.000
	TH	1.00	457	1,600	0.388 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	1.00	179	1,600	0.000	ICU:	0.767
	TH	2.00	756	3,200	0.236		
	LT	1.00	150	1,600	0.094 *	LOS:	C

* - Denotes critical movement

2031 Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	55	93	90	38	143	138	60	228	74	115	297	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	93	90	38	143	138	60	228	74	115	297	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	93	90	38	143	138	60	228	74	115	297	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	93	90	38	143	138	60	228	74	115	297	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	93	90	38	143	138	60	228	74	115	297	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.78	0.76	0.12	0.45	0.43	0.33	1.26	0.41	0.54	1.41	0.05
Final Sat.:	207	361	373	60	226	218	159	621	208	263	699	24
Capacity Analysis Module:												
Vol/Sat:	0.27	0.26	0.24	0.63	0.63	0.63	0.38	0.37	0.36	0.44	0.42	0.42
Crit Moves:	****			****			****			****		
Delay/Veh:	12.8	12.4	11.5	20.1	20.1	20.1	14.0	13.5	12.9	15.1	14.5	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.4	11.5	20.1	20.1	20.1	14.0	13.5	12.9	15.1	14.5	14.2
LOS by Move:	B	B	B	C	C	C	B	B	B	C	B	B
ApproachDel:	12.1			20.1			13.4			14.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			20.1			13.4			14.6		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.3	0.3	0.3	1.4	1.4	1.4	0.5	0.5	0.5	0.7	0.6	0.6

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	37	148	66	22	112	110	183	462	48	85	273	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	148	66	22	112	110	183	462	48	85	273	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	148	66	22	112	110	183	462	48	85	273	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	148	66	22	112	110	183	462	48	85	273	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	148	66	22	112	110	183	462	48	85	273	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.18	0.53	0.09	0.46	0.45	0.53	1.33	0.14	0.45	1.44	0.11
Final Sat.:	127	521	241	42	214	210	262	684	72	207	681	53
Capacity Analysis Module:												
Vol/Sat:	0.29	0.28	0.27	0.52	0.52	0.52	0.70	0.68	0.66	0.41	0.40	0.39
Crit Moves:	****				****		****			****		
Delay/Veh:	13.7	13.3	12.7	17.8	17.8	17.8	24.3	22.4	21.5	15.1	14.6	14.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.3	12.7	17.8	17.8	17.8	24.3	22.4	21.5	15.1	14.6	14.3
LOS by Move:	B	B	B	C	C	C	C	C	C	C	B	B
ApproachDel:	13.2			17.8			22.9			14.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.2			17.8			22.9			14.7		
LOS by Appr:	B			C			C			B		
AllWayAvgQ:	0.4	0.3	0.3	1.0	1.0	1.0	2.0	1.7	1.7	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **7 Steckel Drive & Harvard Boulevard**
Description: **Cumulative plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	84	0	0.000	N-S(1):	0.191
	TH	1.00	38	1,600	0.177 *	N-S(2):	0.201 *
	LT	0.00	161	1,600	0.101	E-W(1):	0.193
Westbound	RT	0.00	216	0	0.000	E-W(2):	0.288 *
	TH	2.00	571	3,200	0.246 *		
	LT	1.00	27	1,600	0.017	V/C:	0.489
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.000
	TH	1.00	40	1,600	0.090	ITS:	0.000
	LT	0.00	39	1,600	0.024 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.489
	TH	2.00	553	3,200	0.176		
	LT	1.00	67	1,600	0.042 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.153
	TH	1.00	36	1,600	0.148 *	N-S(2):	0.162 *
	LT	0.00	130	1,600	0.081	E-W(1):	0.316
Westbound	RT	0.00	192	0	0.000	E-W(2):	0.338 *
	TH	2.00	705	3,200	0.280 *		
	LT	1.00	62	1,600	0.039	V/C:	0.500
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.000
	TH	1.00	25	1,600	0.072	ITS:	0.000
	LT	0.00	22	1,600	0.014 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.500
	TH	2.00	846	3,200	0.277		
	LT	1.00	92	1,600	0.058 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Harvard Boulevard**
Description: **Cumulative plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	194	0	0.000	N-S(1):	0.265
	TH	1.00	564	1,600	0.474 *	N-S(2):	0.524 *
	LT	1.00	149	1,600	0.093	E-W(1):	0.242
Westbound	RT	1.00	159	1,600	0.006	E-W(2):	0.298 *
	TH	1.00	373	1,600	0.233 *		
	LT	1.00	230	1,600	0.144	V/C:	0.822
Northbound	RT	1.00	166	1,600	0.000	Lost Time:	0.000
	TH	1.00	275	1,600	0.172	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.822
	TH	2.00	210	3,200	0.098		
	LT	1.00	104	1,600	0.065 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	96	0	0.000	N-S(1):	0.375 *
	TH	1.00	319	1,600	0.259	N-S(2):	0.294
	LT	1.00	87	1,600	0.054 *	E-W(1):	0.300 *
Westbound	RT	1.00	112	1,600	0.016	E-W(2):	0.300 *
	TH	1.00	244	1,600	0.153 *		
	LT	1.00	188	1,600	0.118 *	V/C:	0.675
Northbound	RT	1.00	415	1,600	0.142	Lost Time:	0.000
	TH	1.00	514	1,600	0.321 *	ITS:	0.000
	LT	1.00	56	1,600	0.035		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.675
	TH	2.00	452	3,200	0.182 *		
	LT	1.00	235	1,600	0.147 *	LOS:	B

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Main (as Part of Intersection 8)**
Description: **Cumulative plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.026 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	41	1,600	0.026 *	E-W(1):	0.231 *
Westbound	RT	1.00	64	1,600	0.014	E-W(2):	0.014
	TH	0.00	0	0	0.000		
	LT	1.00	370	1,600	0.231 *	V/C:	0.257
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.257
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.014 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	23	1,600	0.014 *	E-W(1):	0.121 *
Westbound	RT	1.00	23	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	193	1,600	0.121 *	V/C:	0.135
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.135
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **9 Peck Road & Faulkner Road**
Description: **Cumulative plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	631	1,600	0.295 *	N-S(1):	0.228
	TH	1.00	244	1,600	0.153	N-S(2):	0.420 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.099 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.519
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	365	1,600	0.228	ITS:	0.000
	LT	1.00	200	1,600	0.125 *		
Eastbound	RT	1.00	105	1,600	0.000	ICU:	0.519
	TH	0.00	0	0	0.000		
	LT	1.00	159	1,600	0.099 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	389	1,600	0.105	N-S(1):	0.499 *
	TH	1.00	255	1,600	0.159	N-S(2):	0.222
	LT	0.00	0	0	0.000 *	E-W(1):	0.099
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.138 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.637
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	799	1,600	0.499 *	ITS:	0.000
	LT	1.00	100	1,600	0.063		
Eastbound	RT	1.00	258	1,600	0.099	ICU:	0.637
	TH	0.00	0	0	0.000		
	LT	1.00	221	1,600	0.138 *	LOS:	B

* - Denotes critical movement

2031 Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	16.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	13	60	8	93	69	183	398	8	28	5	54	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	60	8	93	69	183	398	8	28	5	54	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	60	8	93	69	183	398	8	28	5	54	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	60	8	93	69	183	398	8	28	5	54	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	60	8	93	69	183	398	8	28	5	54	122
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.74	0.10	0.27	0.20	0.53	1.00	0.87	0.13	0.06	0.94	1.00
Final Sat.:	82	380	51	167	124	329	547	522	77	29	496	588
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.56	0.56	0.56	0.73	0.02	0.36	0.17	0.11	0.21
Crit Moves:	****			****			****					****
Delay/Veh:	10.3	10.3	10.3	14.6	14.6	14.6	23.5	8.9	8.9	9.8	9.8	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	14.6	14.6	14.6	23.5	8.9	8.9	9.8	9.8	9.7
LOS by Move:	B	B	B	B	B	B	C	A	A	A	A	A
ApproachDel:	10.3			14.6			22.3			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			14.6			22.3			9.8		
LOS by Appr:	B			B			C			A		
AllWayAvgQ:	0.1	0.1	0.1	1.0	1.0	1.0	2.2	0.1	0.1	0.1	0.2	0.2

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.458
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	127.3
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	19	62	4	103	55	354	752	68	8	1	23	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	62	4	103	55	354	752	68	8	1	23	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	62	4	103	55	354	752	68	8	1	23	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	62	4	103	55	354	752	68	8	1	23	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	62	4	103	55	354	752	68	8	1	23	91
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.73	0.05	0.20	0.11	0.69	1.00	0.98	0.02	0.02	0.98	1.00
Final Sat.:	108	352	23	124	66	425	516	545	11	8	450	504
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.83	0.83	0.83	1.46	0.12	0.74	0.13	0.05	0.18
Crit Moves:	****			****			****					****
Delay/Veh:	11.5	11.5	11.5	30.9	30.9	30.9	235.8	10.2	10.2	10.5	10.5	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	11.5	30.9	30.9	30.9	235.8	10.2	10.2	10.5	10.5	10.8
LOS by Move:	B	B	B	D	D	D	F	B	B	B	B	B
ApproachDel:	11.5			30.9			215.1			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			30.9			215.1			10.7		
LOS by Appr:	B			D			F			B		
AllWayAvgQ:	0.2	0.2	0.2	3.8	3.8	3.8	32.4	0.2	0.2	0.0	0.2	0.2

Note: Queue reported is the number of cars per lane.

2031 Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.185
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	66.9
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 1		0 1 0	1 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	153	21	192	28	9	0	0	49	24	650	156	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	21	192	28	9	0	0	49	24	650	156	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	21	192	28	9	0	0	49	24	650	156	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	21	192	28	9	0	0	49	24	650	156	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	21	192	28	9	0	0	49	24	650	156	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.12	1.00	1.00	1.00	0.00	1.00	1.34	0.66	1.00	1.70	0.30
Final Sat.:	435	60	586	449	479	0	438	637	326	549	1004	184
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.33	0.06	0.02	xxxx	0.00	0.08	0.07	1.18	0.16	0.15
Crit Moves:	****			****				****		****		
Delay/Veh:	13.7	13.7	11.7	11.0	10.2	0.0	0.0	10.7	10.3	123.1	9.7	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	11.7	11.0	10.2	0.0	0.0	10.7	10.3	123.1	9.7	9.6
LOS by Move:	B	B	B	B	B	*	*	B	B	F	A	A
ApproachDel:	12.7			10.8			10.5			98.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.7			10.8			10.5			98.1		
LOS by Appr:	B			B			B			F		
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.0	0.0	0.0	0.1	0.1	17.3	0.2	0.2

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	46	41	194	73	14	1	2	236	135	377	65	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	41	194	73	14	1	2	236	135	377	65	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	41	194	73	14	1	2	236	135	377	65	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	41	194	73	14	1	2	236	135	377	65	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	41	194	73	14	1	2	236	135	377	65	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	1.00	0.98	0.02	1.00	1.27	0.73	1.00	1.11	0.89
Final Sat.:	246	220	535	420	435	10	453	633	382	490	579	504
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.36	0.17	0.03	0.10	0.00	0.37	0.35	0.77	0.11	0.10
Crit Moves:			****	****				****		****		
Delay/Veh:	11.6	11.6	12.4	12.1	10.4	10.4	10.3	13.5	12.6	29.1	10.2	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.6	12.4	12.1	10.4	10.4	10.3	13.5	12.6	29.1	10.2	9.5
LOS by Move:	B	B	B	B	B	B	B	B	B	D	B	A
ApproachDel:	12.1			11.8			13.2			24.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			11.8			13.2			24.6		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.5	0.2	0.0	0.0	0.0	0.5	0.5	2.6	0.1	0.1

Note: Queue reported is the number of cars per lane.

2031 Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: C[21.0]

Street Name:	Beckwith Road						Telegraph Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 1 0			1 0 0 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	7	1	30	73	9	78	28	200	51	156	333	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1	30	73	9	78	28	200	51	156	333	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	30	73	9	78	28	200	51	156	333	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1	30	73	9	78	28	200	51	156	333	53
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	997	980	226	942	952	333	386	xxxx	xxxxx	251	xxxx	xxxxx
Potent Cap.:	225	252	819	245	261	713	1184	xxxx	xxxxx	1326	xxxx	xxxxx
Move Cap.:	172	214	819	208	222	713	1184	xxxx	xxxxx	1326	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.04	0.35	0.04	0.11	0.02	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	1.5	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	26.8	xxxx	xxxxx	31.3	xxxx	xxxxx	8.1	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	D	*	*	D	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	751	xxxx	xxxx	581	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	0.1	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	10.0	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	*	*	B	*	*	B	*	*	*	A	*	*
ApproachDel:	13.1			21.0			xxxxxx			xxxxxx		
ApproachLOS:	B			C			*			*		

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 7.1 Worst Case Level Of Service: E[40.1]

Street Name:	Beckwith Road						Telegraph Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 0 1 0			1 0 0 1 0			1 0 0 1 0			0 1 0 0 1		
Volume Module:												
Base Vol:	49	11	168	66	2	22	70	520	8	30	187	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	11	168	66	2	22	70	520	8	30	187	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	11	168	66	2	22	70	520	8	30	187	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	49	11	168	66	2	22	70	520	8	30	187	66
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	956	977	524	1001	915	187	253	xxxx	xxxxx	528	xxxx	xxxxx
Potent Cap.:	240	253	557	224	275	860	1324	xxxx	xxxxx	1049	xxxx	xxxxx
Move Cap.:	218	232	557	141	253	860	1324	xxxx	xxxxx	1049	xxxx	xxxxx
Volume/Cap:	0.22	0.05	0.30	0.47	0.01	0.03	0.05	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxx	2.1	xxxx	xxxxx	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	26.2	xxxx	xxxxx	51.0	xxxx	xxxxx	7.9	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	D	*	*	F	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	513	xxxx	xxxx	717	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	1.5	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	15.7	xxxxx	xxxx	10.2	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	*	C	*	*	B	*	*	*	A	*	*
ApproachDel:	18.0			40.1			xxxxxx			xxxxxx		
ApproachLOS:	C			E			*			*		

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **13 Briggs Road & Telegraph Road**
Description: **Cumulative plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.240
	TH	1.00	353	1,600	0.245 *	N-S(2):	0.284 *
	LT	0.00	29	1,600	0.018	E-W(1):	0.223 *
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.179
	TH	1.00	208	1,600	0.175		
	LT	1.00	157	1,600	0.098 *	V/C:	0.507
Northbound	RT	0.00	74	0	0.000	Lost Time:	0.000
	TH	1.00	219	1,600	0.222	ITS:	0.000
	LT	0.00	62	1,600	0.039 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.507
	TH	1.00	142	1,600	0.125 *		
	LT	1.00	7	1,600	0.004	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.276 *
	TH	1.00	196	1,600	0.146	N-S(2):	0.162
	LT	0.00	34	1,600	0.021 *	E-W(1):	0.318 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.132
	TH	1.00	173	1,600	0.119		
	LT	1.00	98	1,600	0.061 *	V/C:	0.594
Northbound	RT	0.00	95	0	0.000	Lost Time:	0.000
	TH	1.00	287	1,600	0.255 *	ITS:	0.000
	LT	0.00	26	1,600	0.016		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.594
	TH	1.00	353	1,600	0.257 *		
	LT	1.00	20	1,600	0.013	LOS:	A

* - Denotes critical movement

2031 Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[13.7]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	381	14	11	451	1	0	0	0	13	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	381	14	11	451	1	0	0	0	13	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	381	14	11	451	1	0	0	0	13	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	381	14	11	451	1	0	0	0	13	0	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	452	xxxx	xxxxx	395	xxxx	xxxxx	877	877	452	870	870	388
Potent Cap.:	1119	xxxx	xxxxx	1175	xxxx	xxxxx	271	289	612	325	292	665
Move Cap.:	1119	xxxx	xxxxx	1175	xxxx	xxxxx	263	286	612	322	288	665
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.04	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	439	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[14.8]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 1 0 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	2	424	21	14	315	0	2	0	4	12	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	424	21	14	315	0	2	0	4	12	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	424	21	14	315	0	2	0	4	12	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	424	21	14	315	0	2	0	4	12	0	8
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	315	xxxx	xxxxx	445	xxxx	xxxxx	786	792	315	784	782	435
Potent Cap.:	1257	xxxx	xxxxx	1126	xxxx	xxxxx	312	324	730	313	328	626
Move Cap.:	1257	xxxx	xxxxx	1126	xxxx	xxxxx	305	319	730	308	324	626
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.01	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	499	xxxxx	xxxx	387	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	14.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.3			14.8		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

2031 Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: C[21.0]

Street Name:	Briggs Road									SR-126 WB On/Off-Ramps								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	310		27		396		68		0	0		0		0	33		0		90
Growth Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	310		27		396		68		0	0		0		0	33		0		90
User Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	310		27		396		68		0	0		0		0	33		0		90
Reduct Vol:	0	0		0		0		0		0	0		0		0	0		0		0
FinalVolume:	0	310		27		396		68		0	0		0		0	33		0		90
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		337		xxxx		xxxxx	xxxx		xxxx		xxxxx	1184		1184		324
Potent Cap.:	xxxx	xxxx		xxxxx		1234		xxxx		xxxxx	xxxx		xxxx		xxxxx	211		191		722
Move Cap.:	xxxx	xxxx		xxxxx		1234		xxxx		xxxxx	xxxx		xxxx		xxxxx	143		112		722
Volume/Cap:	xxxx	xxxx		xxxx		0.32		xxxx		xxxx	xxxx		xxxx		xxxx	0.23		0.00		0.12
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		1.4		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		9.3		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A		*		*	*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		347		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		1.4		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		1.6		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		9.3		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		21.0		xxxxx
Shared LOS:	*	*		*		A		*		*	*		*		*	*		C		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					21.0				
ApproachLOS:	*					*					*					C				

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: C[16.7]

Street Name:	Briggs Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	378	53	288	66	0	0	0	0	23	0	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	378	53	288	66	0	0	0	0	23	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	378	53	288	66	0	0	0	0	23	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	378	53	288	66	0	0	0	0	23	0	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	431	xxxx	xxxxx	xxxx	xxxx	xxxxx	1047	1047	405
Potent Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	255	230	651
Move Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	196	161	651
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	384	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.7		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

2031 Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 8.8 Worst Case Level Of Service: B[12.2]

Street Name:	Briggs Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	22	34	0	0	47	49	310	0	44	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	34	0	0	47	49	310	0	44	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	34	0	0	47	49	310	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	34	0	0	47	49	310	0	44	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	96	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	150	72	xxxx	xxxx	xxxxx
Potent Cap.:	1510	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	746	996	xxxx	xxxx	xxxxx
Move Cap.:	1510	xxxx	xxxxx	xxxx	xxxx	xxxxx	838	735	996	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	0.00	0.04	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	855	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			12.2			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: B[13.8]

Street Name:	Briggs Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0 0 0			0 0 0 1 0			0 0 1! 0 0			0 0 0 0 0		
Volume Module:												
Base Vol:	30	73	0	0	23	59	382	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	73	0	0	23	59	382	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	73	0	0	23	59	382	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	73	0	0	23	59	382	0	18	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	82	xxxx	xxxxx	xxxx	xxxx	xxxxx	186	186	53	xxxx	xxxx	xxxxx
Potent Cap.:	1528	xxxx	xxxxx	xxxx	xxxx	xxxxx	808	712	1021	xxxx	xxxx	xxxxx
Move Cap.:	1528	xxxx	xxxxx	xxxx	xxxx	xxxxx	796	698	1021	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.48	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	804	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			13.8			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

CUMULATIVE PLUS PROJECT
PLUS MITIGATION (YEAR 2031)

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **1 10th Street (SR-150) & Harvard Boulevard**
Description: **Cumulative plus Project Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.364
	TH	1.00	755	1,600	0.578 *	N-S(2):	0.599 *
	LT	1.00	32	1,600	0.020	E-W(1):	0.438 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.375
	TH	1.00	455	1,600	0.297		
	LT	1.00	206	1,600	0.129 *	V/C:	1.037
Northbound	RT	0.00	115	0	0.000	Lost Time:	0.000
	TH	1.00	402	1,600	0.344	ITS:	0.000
	LT	0.00	34	1,600	0.021 *		
Eastbound	RT	0.00	112	0	0.000	ICU:	1.037
	TH	1.00	383	1,600	0.309 *		
	LT	1.00	124	1,600	0.078	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	177	0	0.000	N-S(1):	0.603 *
	TH	1.00	459	1,600	0.398	N-S(2):	0.431
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.479 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.474
	TH	1.00	520	1,600	0.351		
	LT	1.00	193	1,600	0.121 *	V/C:	1.082
Northbound	RT	0.00	170	0	0.000	Lost Time:	0.000
	TH	1.00	702	1,600	0.578 *	ITS:	0.000
	LT	0.00	53	1,600	0.033		
Eastbound	RT	0.00	78	0	0.000	ICU:	1.082
	TH	1.00	495	1,600	0.358 *		
	LT	1.00	196	1,600	0.123	LOS:	F

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Harvard Boulevard**
Description: **Cumulative plus Project Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	194	0	0.000	N-S(1):	0.179
	TH	2.00	564	3,200	0.237 *	N-S(2):	0.287 *
	LT	1.00	149	1,600	0.093	E-W(1):	0.242
Westbound	RT	1.00	159	1,600	0.006	E-W(2):	0.298 *
	TH	1.00	373	1,600	0.233 *		
	LT	1.00	230	1,600	0.144	V/C:	0.585
Northbound	RT	1.00	166	1,600	0.000	Lost Time:	0.000
	TH	2.00	275	3,200	0.086	ITS:	0.000
	LT	1.00	80	1,600	0.050 *		
Eastbound	RT	0.00	104	0	0.000	ICU:	0.585
	TH	2.00	210	3,200	0.098		
	LT	1.00	104	1,600	0.065 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	96	0	0.000	N-S(1):	0.215 *
	TH	2.00	319	3,200	0.130	N-S(2):	0.165
	LT	1.00	87	1,600	0.054 *	E-W(1):	0.300 *
Westbound	RT	1.00	112	1,600	0.016	E-W(2):	0.300 *
	TH	1.00	244	1,600	0.153 *		
	LT	1.00	188	1,600	0.118 *	V/C:	0.515
Northbound	RT	1.00	415	1,600	0.142	Lost Time:	0.000
	TH	2.00	514	3,200	0.161 *	ITS:	0.000
	LT	1.00	56	1,600	0.035		
Eastbound	RT	0.00	130	0	0.000	ICU:	0.515
	TH	2.00	452	3,200	0.182 *		
	LT	1.00	235	1,600	0.147 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Main (as Part of Intersection 8)**
Description: **Cumulative plus Project Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.026 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	41	1,600	0.026 *	E-W(1):	0.231 *
Westbound	RT	1.00	64	1,600	0.014	E-W(2):	0.014
	TH	0.00	0	0	0.000		
	LT	1.00	370	1,600	0.231 *	V/C:	0.257
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.257
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.014 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	23	1,600	0.014 *	E-W(1):	0.121 *
Westbound	RT	1.00	23	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	194	1,600	0.121 *	V/C:	0.135
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.135
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **10 Peck Road & SR-126 EB ramps**
Description: **Cumulative plus Project Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	183	1,600	0.000	N-S(1):	0.101 *
	TH	1.00	69	1,600	0.043	N-S(2):	0.051
	LT	1.00	93	1,600	0.058 *	E-W(1):	0.026
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.359 *
	TH	1.00	54	1,600	0.110 *		
	LT	1.00	5	1,600	0.003	V/C:	0.460
Northbound	RT	0.00	8	0	0.000	Lost Time:	0.000
	TH	1.00	60	1,600	0.043 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	28	0	0.000	ICU:	0.460
	TH	1.00	8	1,600	0.023		
	LT	1.00	398	1,600	0.249 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	354	1,600	0.000	N-S(1):	0.105 *
	TH	1.00	55	1,600	0.034	N-S(2):	0.046
	LT	1.00	103	1,600	0.064 *	E-W(1):	0.049
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.541 *
	TH	1.00	23	1,600	0.071 *		
	LT	1.00	1	1,600	0.001	V/C:	0.646
Northbound	RT	0.00	4	0	0.000	Lost Time:	0.000
	TH	1.00	62	1,600	0.041 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	8	0	0.000	ICU:	0.646
	TH	1.00	68	1,600	0.048		
	LT	1.00	752	1,600	0.470 *	LOS:	B

* - Denotes critical movement

2031 Plus Project Mitigation AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 1 0			1 0 1 1 0			2 0 0 1 0		
Volume Module:												
Base Vol:	153	21	192	28	9	0	0	49	24	650	156	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	21	192	28	9	0	0	49	24	650	156	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	21	192	28	9	0	0	49	24	650	156	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	21	192	28	9	0	0	49	24	650	156	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	21	192	28	9	0	0	49	24	650	156	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.88	0.12	1.00	1.00	1.00	0.00	1.00	1.34	0.66	2.00	0.85	0.15
Final Sat.:	427	59	574	436	463	0	418	607	311	1084	503	90
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.33	0.06	0.02	xxxx	0.00	0.08	0.08	0.60	0.31	0.31
Crit Moves:	****			****				****		****		
Delay/Veh:	13.7	13.7	11.6	11.0	10.1	0.0	0.0	10.7	10.3	18.3	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	11.6	11.0	10.1	0.0	0.0	10.7	10.3	18.3	11.2	11.2
LOS by Move:	B	B	B	B	B	*	*	B	B	C	B	B
ApproachDel:	12.6			10.8			10.6			16.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			10.8			10.6			16.7		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.5	0.5	0.5	0.1	0.0	0.0	0.0	0.1	0.1	1.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

2031 Plus Project Mitigation PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.388
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	2 0	0 1	0
Volume Module:												
Base Vol:	46	41	194	73	14	1	2	236	135	377	65	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	41	194	73	14	1	2	236	135	377	65	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	41	194	73	14	1	2	236	135	377	65	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	41	194	73	14	1	2	236	135	377	65	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	41	194	73	14	1	2	236	135	377	65	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	1.00	0.98	0.02	1.00	1.27	0.73	2.00	0.56	0.44
Final Sat.:	251	224	548	432	448	10	459	642	388	971	301	241
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.35	0.17	0.03	0.10	0.00	0.37	0.35	0.39	0.22	0.22
Crit Moves:			****	****				****		****		
Delay/Veh:	11.4	11.4	12.1	11.9	10.2	10.2	10.2	13.3	12.4	14.2	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	12.1	11.9	10.2	10.2	10.2	13.3	12.4	14.2	10.8	10.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.9			11.6			12.9			13.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			11.6			12.9			13.4		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.2	0.2	0.5	0.2	0.0	0.0	0.0	0.5	0.5	0.6	0.3	0.3

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **12 Beckwith Road & Telegraph Road**
Description: **Cumulative plus Project Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.070 *
	TH	1.00	9	1,600	0.054	N-S(2):	0.058
	LT	1.00	73	1,600	0.046 *	E-W(1):	0.255 *
Westbound	RT	1.00	53	1,600	0.000	E-W(2):	0.226
	TH	1.00	333	1,600	0.208		
	LT	1.00	156	1,600	0.098 *	V/C:	0.325
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.000
	TH	1.00	1	1,600	0.024 *	ITS:	0.000
	LT	0.00	7	1,600	0.004		
Eastbound	RT	0.00	51	0	0.000	ICU:	0.325
	TH	1.00	200	1,600	0.157 *		
	LT	1.00	28	1,600	0.018	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	22	0	0.000	N-S(1):	0.184 *
	TH	1.00	2	1,600	0.015	N-S(2):	0.046
	LT	1.00	66	1,600	0.041 *	E-W(1):	0.349 *
Westbound	RT	1.00	66	1,600	0.000	E-W(2):	0.161
	TH	1.00	187	1,600	0.117		
	LT	1.00	30	1,600	0.019 *	V/C:	0.533
Northbound	RT	0.00	168	0	0.000	Lost Time:	0.000
	TH	1.00	11	1,600	0.143 *	ITS:	0.000
	LT	0.00	49	1,600	0.031		
Eastbound	RT	0.00	8	0	0.000	ICU:	0.533
	TH	1.00	520	1,600	0.330 *		
	LT	1.00	70	1,600	0.044	LOS:	A

* - Denotes critical movement

CUMULATIVE PLUS PROJECT WITHOUT BECKWITH EXTENSION (YEAR 2031)

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **1 10th Street (SR-150) & Harvard Boulevard**
Description: **Cumulative plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	174	0	0.000	N-S(1):	0.363
	TH	1.00	744	1,600	0.574 *	N-S(2):	0.595 *
	LT	1.00	32	1,600	0.020	E-W(1):	0.433 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.375
	TH	1.00	455	1,600	0.297		
	LT	1.00	199	1,600	0.124 *	V/C:	1.028
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.000
	TH	1.00	400	1,600	0.343	ITS:	0.000
	LT	0.00	34	1,600	0.021 *		
Eastbound	RT	0.00	112	0	0.000	ICU:	1.028
	TH	1.00	383	1,600	0.309 *		
	LT	1.00	124	1,600	0.078	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	177	0	0.000	N-S(1):	0.590 *
	TH	1.00	457	1,600	0.396	N-S(2):	0.429
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.478 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.476
	TH	1.00	520	1,600	0.351		
	LT	1.00	192	1,600	0.120 *	V/C:	1.068
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.000
	TH	1.00	689	1,600	0.565 *	ITS:	0.000
	LT	0.00	53	1,600	0.033		
Eastbound	RT	0.00	78	0	0.000	ICU:	1.068
	TH	1.00	495	1,600	0.358 *		
	LT	1.00	200	1,600	0.125	LOS:	F

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **2 8th Street & Main Street**
Description: **Cumulative plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	87	0	0.000	N-S(1):	0.160
	TH	1.00	226	1,600	0.196 *	N-S(2):	0.211 *
	LT	1.00	49	1,600	0.031	E-W(1):	0.214 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.211
	TH	1.00	224	1,600	0.166		
	LT	0.00	18	1,600	0.011 *	V/C:	0.425
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.000
	TH	1.00	175	1,600	0.129	ITS:	0.000
	LT	1.00	24	1,600	0.015 *		
Eastbound	RT	1.00	34	1,600	0.006	ICU:	0.425
	TH	1.00	253	1,600	0.203 *		
	LT	0.00	72	1,600	0.045	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	68	0	0.000	N-S(1):	0.207 *
	TH	1.00	147	1,600	0.134	N-S(2):	0.157
	LT	1.00	37	1,600	0.023 *	E-W(1):	0.311 *
Westbound	RT	0.00	44	0	0.000	E-W(2):	0.273
	TH	1.00	267	1,600	0.216		
	LT	0.00	34	1,600	0.021 *	V/C:	0.518
Northbound	RT	0.00	70	0	0.000	Lost Time:	0.000
	TH	1.00	224	1,600	0.184 *	ITS:	0.000
	LT	1.00	36	1,600	0.023		
Eastbound	RT	1.00	60	1,600	0.015	ICU:	0.518
	TH	1.00	373	1,600	0.290 *		
	LT	0.00	91	1,600	0.057	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **3 8th Street & Harvard Boulevard**
Description: **Cumulative plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	152	1,600	0.029	N-S(1):	0.108 *
	TH	1.00	34	1,600	0.074	N-S(2):	0.085
	LT	0.00	84	1,600	0.053 *	E-W(1):	0.202
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.299 *
	TH	2.00	702	3,200	0.233 *		
	LT	1.00	27	1,600	0.017	V/C:	0.407
Northbound	RT	0.00	36	0	0.000	Lost Time:	0.000
	TH	1.00	35	1,600	0.055 *	ITS:	0.000
	LT	0.00	17	1,600	0.011		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.407
	TH	2.00	573	3,200	0.185		
	LT	1.00	105	1,600	0.066 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	105	1,600	0.000	N-S(1):	0.140 *
	TH	1.00	30	1,600	0.066	N-S(2):	0.072
	LT	0.00	75	1,600	0.047 *	E-W(1):	0.282
Westbound	RT	0.00	79	0	0.000	E-W(2):	0.355 *
	TH	2.00	772	3,200	0.266 *		
	LT	1.00	39	1,600	0.024	V/C:	0.495
Northbound	RT	0.00	62	0	0.000	Lost Time:	0.000
	TH	1.00	77	1,600	0.093 *	ITS:	0.000
	LT	0.00	10	1,600	0.006		
Eastbound	RT	0.00	6	0	0.000	ICU:	0.495
	TH	2.00	819	3,200	0.258		
	LT	1.00	143	1,600	0.089 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **4 Palm Avenue & Main Street**
Description: **Cumulative plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	71	0	0.000	N-S(1):	0.212
	TH	1.00	429	1,600	0.331 *	N-S(2):	0.372 *
	LT	0.00	30	1,600	0.019	E-W(1):	0.258 *
Westbound	RT	0.00	19	0	0.000	E-W(2):	0.183
	TH	1.00	212	1,600	0.144		
	LT	1.00	138	1,600	0.086 *	V/C:	0.630
Northbound	RT	1.00	164	1,600	0.016	Lost Time:	0.000
	TH	1.00	308	1,600	0.193	ITS:	0.000
	LT	1.00	65	1,600	0.041 *		
Eastbound	RT	1.00	97	1,600	0.020	ICU:	0.630
	TH	1.00	275	1,600	0.172 *		
	LT	1.00	63	1,600	0.039	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	48	0	0.000	N-S(1):	0.253
	TH	1.00	328	1,600	0.246 *	N-S(2):	0.277 *
	LT	0.00	18	1,600	0.011	E-W(1):	0.317 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.216
	TH	1.00	233	1,600	0.164		
	LT	1.00	127	1,600	0.079 *	V/C:	0.594
Northbound	RT	1.00	250	1,600	0.077	Lost Time:	0.000
	TH	1.00	387	1,600	0.242	ITS:	0.000
	LT	1.00	49	1,600	0.031 *		
Eastbound	RT	1.00	75	1,600	0.016	ICU:	0.594
	TH	1.00	381	1,600	0.238 *		
	LT	1.00	83	1,600	0.052	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **5 Palm Avenue & Harvard Boulevard**
Description: **Cumulative plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	143	0	0.000	N-S(1):	0.294
	TH	1.00	457	1,600	0.375 *	N-S(2):	0.469 *
	LT	1.00	76	1,600	0.048	E-W(1):	0.298 *
Westbound	RT	1.00	90	1,600	0.009	E-W(2):	0.263
	TH	2.00	634	3,200	0.198		
	LT	1.00	201	1,600	0.126 *	V/C:	0.767
Northbound	RT	0.00	96	0	0.000	Lost Time:	0.000
	TH	1.00	298	1,600	0.246	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	1.00	193	1,600	0.027	ICU:	0.767
	TH	2.00	549	3,200	0.172 *		
	LT	1.00	104	1,600	0.065	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	132	0	0.000	N-S(1):	0.450 *
	TH	1.00	312	1,600	0.278	N-S(2):	0.416
	LT	1.00	99	1,600	0.062 *	E-W(1):	0.312
Westbound	RT	1.00	91	1,600	0.000	E-W(2):	0.318 *
	TH	2.00	716	3,200	0.224 *		
	LT	1.00	119	1,600	0.074	V/C:	0.768
Northbound	RT	0.00	163	0	0.000	Lost Time:	0.000
	TH	1.00	457	1,600	0.388 *	ITS:	0.000
	LT	1.00	220	1,600	0.138		
Eastbound	RT	1.00	179	1,600	0.000	ICU:	0.768
	TH	2.00	761	3,200	0.238		
	LT	1.00	150	1,600	0.094 *	LOS:	C

* - Denotes critical movement

2031 Plus Project AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	55	92	90	38	141	138	60	230	74	115	307	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	92	90	38	141	138	60	230	74	115	307	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	92	90	38	141	138	60	230	74	115	307	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	92	90	38	141	138	60	230	74	115	307	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	92	90	38	141	138	60	230	74	115	307	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.78	0.76	0.12	0.44	0.44	0.33	1.26	0.41	0.53	1.42	0.05
Final Sat.:	207	357	373	60	224	219	158	622	207	257	706	23
Capacity Analysis Module:												
Vol/Sat:	0.27	0.26	0.24	0.63	0.63	0.63	0.38	0.37	0.36	0.45	0.43	0.43
Crit Moves:	****				****		****			****		
Delay/Veh:	12.8	12.4	11.5	20.1	20.1	20.1	14.0	13.5	13.0	15.3	14.7	14.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.8	12.4	11.5	20.1	20.1	20.1	14.0	13.5	13.0	15.3	14.7	14.4
LOS by Move:	B	B	B	C	C	C	B	B	B	C	B	B
ApproachDel:	12.2			20.1			13.5			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			20.1			13.5			14.8		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.3	0.3	0.3	1.4	1.4	1.4	0.5	0.5	0.5	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #6 Steckel Drive & Main Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	18.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Steckel Drive						Main Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	37	147	66	22	112	110	183	472	48	85	275	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	147	66	22	112	110	183	472	48	85	275	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	147	66	22	112	110	183	472	48	85	275	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	147	66	22	112	110	183	472	48	85	275	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	147	66	22	112	110	183	472	48	85	275	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.18	0.53	0.09	0.46	0.45	0.52	1.34	0.14	0.45	1.44	0.11
Final Sat.:	127	519	242	42	213	209	259	689	71	206	682	53
Capacity Analysis Module:												
Vol/Sat:	0.29	0.28	0.27	0.53	0.53	0.53	0.71	0.68	0.67	0.41	0.40	0.40
Crit Moves:	****				****		****			****		
Delay/Veh:	13.7	13.3	12.7	17.9	17.9	17.9	24.9	23.0	22.0	15.2	14.7	14.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.3	12.7	17.9	17.9	17.9	24.9	23.0	22.0	15.2	14.7	14.4
LOS by Move:	B	B	B	C	C	C	C	C	C	C	B	B
ApproachDel:	13.2			17.9			23.4			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.2			17.9			23.4			14.8		
LOS by Appr:	B			C			C			B		
AllWayAvgQ:	0.4	0.3	0.3	1.0	1.0	1.0	2.1	1.8	1.8	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **7 Steckel Drive & Harvard Boulevard**
Description: **Cumulative plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	82	0	0.000	N-S(1):	0.191
	TH	1.00	38	1,600	0.176 *	N-S(2):	0.200 *
	LT	0.00	161	1,600	0.101	E-W(1):	0.193
Westbound	RT	0.00	216	0	0.000	E-W(2):	0.289 *
	TH	2.00	577	3,200	0.248 *		
	LT	1.00	27	1,600	0.017	V/C:	0.489
Northbound	RT	0.00	65	0	0.000	Lost Time:	0.000
	TH	1.00	40	1,600	0.090	ITS:	0.000
	LT	0.00	39	1,600	0.024 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.489
	TH	2.00	554	3,200	0.176		
	LT	1.00	66	1,600	0.041 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	70	0	0.000	N-S(1):	0.153
	TH	1.00	36	1,600	0.148 *	N-S(2):	0.162 *
	LT	0.00	130	1,600	0.081	E-W(1):	0.318
Westbound	RT	0.00	192	0	0.000	E-W(2):	0.338 *
	TH	2.00	706	3,200	0.281 *		
	LT	1.00	62	1,600	0.039	V/C:	0.500
Northbound	RT	0.00	68	0	0.000	Lost Time:	0.000
	TH	1.00	25	1,600	0.072	ITS:	0.000
	LT	0.00	22	1,600	0.014 *		
Eastbound	RT	0.00	41	0	0.000	ICU:	0.500
	TH	2.00	853	3,200	0.279		
	LT	1.00	91	1,600	0.057 *	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Harvard Boulevard**
Description: **Cumulative plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	173	0	0.000	N-S(1):	0.267
	TH	1.00	593	1,600	0.479 *	N-S(2):	0.592 *
	LT	1.00	149	1,600	0.093	E-W(1):	0.269
Westbound	RT	1.00	159	1,600	0.006	E-W(2):	0.277 *
	TH	1.00	342	1,600	0.214 *		
	LT	1.00	266	1,600	0.166	V/C:	0.869
Northbound	RT	1.00	171	1,600	0.000	Lost Time:	0.000
	TH	1.00	279	1,600	0.174	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	123	0	0.000	ICU:	0.869
	TH	2.00	205	3,200	0.103		
	LT	1.00	101	1,600	0.063 *	LOS:	D

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.395 *
	TH	1.00	326	1,600	0.261	N-S(2):	0.310
	LT	1.00	87	1,600	0.054 *	E-W(1):	0.327 *
Westbound	RT	1.00	112	1,600	0.016	E-W(2):	0.280
	TH	1.00	237	1,600	0.148		
	LT	1.00	196	1,600	0.123 *	V/C:	0.722
Northbound	RT	1.00	454	1,600	0.161	Lost Time:	0.000
	TH	1.00	546	1,600	0.341 *	ITS:	0.000
	LT	1.00	78	1,600	0.049		
Eastbound	RT	0.00	236	0	0.000	ICU:	0.722
	TH	2.00	417	3,200	0.204 *		
	LT	1.00	211	1,600	0.132	LOS:	C

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Main (as Part of Intersection 8)**
Description: **Cumulative plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.026 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	41	1,600	0.026 *	E-W(1):	0.236 *
Westbound	RT	1.00	64	1,600	0.014	E-W(2):	0.014
	TH	0.00	0	0	0.000		
	LT	1.00	377	1,600	0.236 *	V/C:	0.262
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.262
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.014 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	23	1,600	0.014 *	E-W(1):	0.121 *
Westbound	RT	1.00	23	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	194	1,600	0.121 *	V/C:	0.135
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.135
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **9 Peck Road & Faulkner Road**
Description: **Cumulative plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR, EBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	708	1,600	0.304 *	N-S(1):	0.258
	TH	1.00	251	1,600	0.157	N-S(2):	0.403 *
	LT	0.00	0	0	0.000	E-W(1):	0.000
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.138 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.541
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	413	1,600	0.258	ITS:	0.000
	LT	1.00	158	1,600	0.099 *		
Eastbound	RT	1.00	96	1,600	0.000	ICU:	0.541
	TH	0.00	0	0	0.000		
	LT	1.00	221	1,600	0.138 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	453	1,600	0.091	N-S(1):	0.504 *
	TH	1.00	311	1,600	0.194	N-S(2):	0.253
	LT	0.00	0	0	0.000 *	E-W(1):	0.059
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.192 *
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	V/C:	0.696
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	1.00	807	1,600	0.504 *	ITS:	0.000
	LT	1.00	95	1,600	0.059		
Eastbound	RT	1.00	190	1,600	0.059	ICU:	0.696
	TH	0.00	0	0	0.000		
	LT	1.00	307	1,600	0.192 *	LOS:	B

* - Denotes critical movement

2031 Plus Project AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	17.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	13	60	8	93	69	181	405	8	28	5	54	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	60	8	93	69	181	405	8	28	5	54	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	60	8	93	69	181	405	8	28	5	54	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	60	8	93	69	181	405	8	28	5	54	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	60	8	93	69	181	405	8	28	5	54	122
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.74	0.10	0.27	0.20	0.53	1.00	0.87	0.13	0.06	0.94	1.00
Final Sat.:	82	378	50	168	124	326	548	524	76	29	495	587
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.56	0.56	0.56	0.74	0.02	0.37	0.17	0.11	0.21
Crit Moves:		****			****		****					****
Delay/Veh:	10.3	10.3	10.3	14.6	14.6	14.6	24.3	8.9	8.9	9.9	9.9	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	14.6	14.6	14.6	24.3	8.9	8.9	9.9	9.9	9.7
LOS by Move:	B	B	B	B	B	B	C	A	A	A	A	A
ApproachDel:		10.3			14.6			23.0			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.3			14.6			23.0			9.8	
LOS by Appr:		B			B			C			A	
AllWayAvgQ:	0.1	0.1	0.1	1.0	1.0	1.0	2.3	0.1	0.1	0.1	0.2	0.2

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #10 Peck Road & SR-126 EB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.453
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	126.6
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Peck Road						SR-126 EB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	19	62	4	103	55	341	754	68	8	1	23	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	62	4	103	55	341	754	68	8	1	23	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	62	4	103	55	341	754	68	8	1	23	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	62	4	103	55	341	754	68	8	1	23	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	62	4	103	55	341	754	68	8	1	23	91
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.73	0.05	0.21	0.11	0.68	1.00	0.98	0.02	0.02	0.98	1.00
Final Sat.:	108	353	23	127	68	420	519	549	11	8	454	508
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.81	0.81	0.81	1.45	0.12	0.74	0.12	0.05	0.18
Crit Moves:		****		****			****					****
Delay/Veh:	11.5	11.5	11.5	28.9	28.9	28.9	233.7	10.1	10.1	10.4	10.4	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	11.5	28.9	28.9	28.9	233.7	10.1	10.1	10.4	10.4	10.7
LOS by Move:	B	B	B	D	D	D	F	B	B	B	B	B
ApproachDel:		11.5			28.9			213.2			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.5			28.9			213.2			10.6	
LOS by Appr:		B			D			F			B	
AllWayAvgQ:	0.2	0.2	0.2	3.4	3.4	3.4	32.3	0.2	0.2	0.0	0.2	0.2

Note: Queue reported is the number of cars per lane.

2031 Plus Project AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.186
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	66.8
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	21	243	28	9	0	0	51	19	657	185	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	21	243	28	9	0	0	51	19	657	185	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	21	243	28	9	0	0	51	19	657	185	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	21	243	28	9	0	0	51	19	657	185	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	21	243	28	9	0	0	51	19	657	185	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	1.00	1.00	0.00	1.00	1.46	0.54	1.00	1.74	0.26
Final Sat.:	400	94	584	449	479	0	438	693	267	554	1037	160
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.42	0.06	0.02	xxxx	0.00	0.07	0.07	1.19	0.18	0.18
Crit Moves:			****	****				****		****		
Delay/Veh:	11.9	11.9	13.0	11.0	10.2	0.0	0.0	10.6	10.3	123.4	9.9	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	13.0	11.0	10.2	0.0	0.0	10.6	10.3	123.4	9.9	9.7
LOS by Move:	B	B	B	B	B	*	*	B	B	F	A	A
ApproachDel:	12.7			10.8			10.5			95.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.7			10.8			10.5			95.6		
LOS by Appr:	B			B			B			F		
AllWayAvgQ:	0.3	0.3	0.7	0.1	0.0	0.0	0.0	0.1	0.1	17.6	0.2	0.2

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	21.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	37	41	202	73	14	1	2	246	93	425	75	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	41	202	73	14	1	2	246	93	425	75	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	41	202	73	14	1	2	246	93	425	75	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	41	202	73	14	1	2	246	93	425	75	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	41	202	73	14	1	2	246	93	425	75	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	1.00	0.98	0.02	1.00	1.45	0.55	1.00	1.18	0.82
Final Sat.:	220	243	528	419	435	10	443	706	277	496	624	466
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.38	0.17	0.03	0.10	0.00	0.35	0.34	0.86	0.12	0.11
Crit Moves:			****	****				****		****		
Delay/Veh:	11.5	11.5	12.8	12.3	10.5	10.5	10.5	13.3	12.8	38.5	10.2	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	12.8	12.3	10.5	10.5	10.5	13.3	12.8	38.5	10.2	9.6
LOS by Move:	B	B	B	B	B	B	B	B	B	E	B	A
ApproachDel:	12.4			12.0			13.2			31.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.4			12.0			13.2			31.9		
LOS by Appr:	B			B			B			D		
AllWayAvgQ:	0.2	0.2	0.5	0.2	0.0	0.0	0.0	0.5	0.5	3.9	0.1	0.1

Note: Queue reported is the number of cars per lane.

2031 Plus Project AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: C[21.1]

Street Name:	Beckwith Road									Telegraph Road								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1
Volume Module:																				
Base Vol:	3		1		23	78		4		78	28		212		28	111		424		54
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	3		1		23	78		4		78	28		212		28	111		424		54
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	3		1		23	78		4		78	28		212		28	111		424		54
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	3		1		23	78		4		78	28		212		28	111		424		54
Critical Gap Module:																				
Critical Gp:	7.1	6.5		6.2		7.1	6.5		6.2		4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0		3.3		3.5	4.0		3.3		2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	996	982		226		940	942		424		478	xxxx	xxxxx			240	xxxx	xxxxx		
Potent Cap.:	225	251		818		246	265		634		1095	xxxx	xxxxx			1339	xxxx	xxxxx		
Move Cap.:	178	223		818		218	235		634		1095	xxxx	xxxxx			1339	xxxx	xxxxx		
Volume/Cap:	0.02	0.00		0.03		0.36	0.02		0.12		0.03	xxxx	xxxx			0.08	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx			1.5	xxxx	xxxxx			0.1	xxxx	xxxxx			0.3	xxxx	xxxxx		
Control Del:	25.5	xxxx	xxxxx			30.5	xxxx	xxxxx			8.4	xxxx	xxxxx			7.9	xxxx	xxxxx		
LOS by Move:	D	*		*		D	*		*		A	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		736		xxxx	xxxx		586		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx		0.1		xxxxx	xxxx		0.5		xxxxx	xxxx	xxxxx			0.3	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx		10.1		xxxxx	xxxx		12.1		xxxxx	xxxx	xxxxx			7.9	xxxx	xxxxx		
Shared LOS:	*	*		B		*	*		B		*	*		*		A	*		*	
ApproachDel:		11.8					21.1					xxxxxx					xxxxxx			
ApproachLOS:		B					C					*					*			

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #12 Beckwith Road & Telegraph Road

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: E[39.3]

Street Name:	Beckwith Road									Telegraph Road								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1
Volume Module:																				
Base Vol:	24		5		118	67		1		22	70		614		3	18		201		72
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	24		5		118	67		1		22	70		614		3	18		201		72
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	24		5		118	67		1		22	70		614		3	18		201		72
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	24		5		118	67		1		22	70		614		3	18		201		72
Critical Gap Module:																				
Critical Gp:	7.1		6.5		6.2	7.1		6.5		6.2	4.1	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	3.5		4.0		3.3	3.5		4.0		3.3	2.2	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	1040		1065		616	1054		994		201	273	xxxx	xxxxx			617	xxxx	xxxxx		
Potent Cap.:	210		225		495	206		247		845	1302	xxxx	xxxxx			973	xxxx	xxxxx		
Move Cap.:	193		209		495	145		229		845	1302	xxxx	xxxxx			973	xxxx	xxxxx		
Volume/Cap:	0.12	0.02		0.24		0.46	0.00		0.03		0.05	xxxx		xxxx		0.02	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	0.4	xxxx	xxxxx			2.1	xxxx	xxxxx			0.2	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	26.3	xxxx	xxxxx			49.4	xxxx	xxxxx			7.9	xxxx	xxxxx			8.8	xxxx	xxxxx		
LOS by Move:	D	*		*		E	*		*		A	*		*		A	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		468		xxxx	xxxx		757		xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx		1.0		xxxxx	xxxx		0.1		xxxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx		15.4		xxxxx	xxxx		9.9		xxxxx	xxxx	xxxxx			8.8	xxxx	xxxxx		
Shared LOS:	*	*		C		*	*		A		*	*		*		A	*		*	
ApproachDel:		17.2					39.3					xxxxxx					xxxxxx			
ApproachLOS:		C					E					*					*			

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **13 Briggs Road & Telegraph Road**
Description: **Cumulative plus Project without Beckwith Extension**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.243
	TH	1.00	353	1,600	0.245 *	N-S(2):	0.284 *
	LT	0.00	29	1,600	0.018	E-W(1):	0.216 *
Westbound	RT	0.00	72	0	0.000	E-W(2):	0.178
	TH	1.00	206	1,600	0.174		
	LT	1.00	157	1,600	0.098 *	V/C:	0.500
Northbound	RT	0.00	79	0	0.000	Lost Time:	0.000
	TH	1.00	219	1,600	0.225	ITS:	0.000
	LT	0.00	62	1,600	0.039 *		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.500
	TH	1.00	131	1,600	0.118 *		
	LT	1.00	7	1,600	0.004	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	3	0	0.000	N-S(1):	0.276 *
	TH	1.00	196	1,600	0.146	N-S(2):	0.162
	LT	0.00	34	1,600	0.021 *	E-W(1):	0.321 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.124
	TH	1.00	160	1,600	0.111		
	LT	1.00	104	1,600	0.065 *	V/C:	0.597
Northbound	RT	0.00	95	0	0.000	Lost Time:	0.000
	TH	1.00	287	1,600	0.255 *	ITS:	0.000
	LT	0.00	26	1,600	0.016		
Eastbound	RT	0.00	58	0	0.000	ICU:	0.597
	TH	1.00	351	1,600	0.256 *		
	LT	1.00	20	1,600	0.013	LOS:	A

* - Denotes critical movement

2031 Plus Project AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[13.8]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	4	386	14	11	451	1	0	0	0	13	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	386	14	11	451	1	0	0	0	13	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	386	14	11	451	1	0	0	0	13	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	386	14	11	451	1	0	0	0	13	0	14
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	452	xxxx	xxxxx	400	xxxx	xxxxx	882	882	452	875	875	393
Potent Cap.:	1119	xxxx	xxxxx	1170	xxxx	xxxxx	269	287	612	323	290	660
Move Cap.:	1119	xxxx	xxxxx	1170	xxxx	xxxxx	261	284	612	319	286	660
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.04	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	436	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #14 Briggs Road & Faulkner Road

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[14.9]

Street Name:	Briggs Road						Faulkner Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	424	21	14	321	0	2	0	4	12	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	424	21	14	321	0	2	0	4	12	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	424	21	14	321	0	2	0	4	12	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	424	21	14	321	0	2	0	4	12	0	8
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	321	xxxx	xxxxx	445	xxxx	xxxxx	792	798	321	790	788	435
Potent Cap.:	1250	xxxx	xxxxx	1126	xxxx	xxxxx	310	321	724	311	326	626
Move Cap.:	1250	xxxx	xxxxx	1126	xxxx	xxxxx	302	317	724	305	321	626
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.01	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	494	xxxxx	xxxx	384	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	14.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.4			14.9		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

2031 Plus Project AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: C[21.2]

Street Name:	Briggs Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	315	27	396	68	0	0	0	0	33	0	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	315	27	396	68	0	0	0	0	33	0	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	315	27	396	68	0	0	0	0	33	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	315	27	396	68	0	0	0	0	33	0	90
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	342	xxxx	xxxxx	xxxx	xxxx	xxxxx	1189	1189	329
Potent Cap.:	xxxx	xxxx	xxxxx	1228	xxxx	xxxxx	xxxx	xxxx	xxxxx	210	190	718
Move Cap.:	xxxx	xxxx	xxxxx	1228	xxxx	xxxxx	xxxx	xxxx	xxxxx	142	111	718
Volume/Cap:	xxxx	xxxx	xxxx	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.13
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	344	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			21.2		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #15 Briggs Road & SR-126 WB On/Off-Ramps

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: C[16.9]

Street Name:	Briggs Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	378	53	294	66	0	0	0	0	23	0	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	378	53	294	66	0	0	0	0	23	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	378	53	294	66	0	0	0	0	23	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	378	53	294	66	0	0	0	0	23	0	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	431	xxxx	xxxxx	xxxx	xxxx	xxxxx	1059	1059	405
Potent Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	251	226	651
Move Cap.:	xxxx	xxxx	xxxxx	1139	xxxx	xxxxx	xxxx	xxxx	xxxxx	191	157	651
Volume/Cap:	xxxx	xxxx	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	378	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.9		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

2031 Plus Project AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 8.9 Worst Case Level Of Service: B[12.2]

Street Name:	Briggs Road									SR-126 EB On/Off-Ramps								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L - T - R				L - T - R					L - T - R					L - T - R			
Control:	Uncontrolled				Uncontrolled					Stop Sign					Stop Sign			
Rights:	Include				Include					Include					Include			
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	22	34	0	0	47	49	315	0	44	0	0	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	22	34	0	0	47	49	315	0	44	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	22	34	0	0	47	49	315	0	44	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	22	34	0	0	47	49	315	0	44	0	0	0								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	96	xxxx	xxxxx	xxxx	xxxx	xxxxx	150	150	72	xxxx	xxxx	xxxxx								
Potent Cap.:	1510	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	746	996	xxxx	xxxx	xxxxx								
Move Cap.:	1510	xxxx	xxxxx	xxxx	xxxx	xxxxx	838	735	996	xxxx	xxxx	xxxxx								
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	0.00	0.04	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT - LTR - RT				LT - LTR - RT					LT - LTR - RT					LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	854	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.2	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx				12.2			xxxxxx									
ApproachLOS:	*			*				B			*									

Note: Queue reported is the number of cars per lane.

2031 Plus Project PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #16 Briggs Road & SR-126 EB On/Off-Ramps

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: B[13.8]

Street Name:	Briggs Road									SR-126 EB On/Off-Ramps								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L - T - R				L - T - R				L - T - R				L - T - R					
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign					
Rights:	Include				Include				Include				Include					
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	30	73	0	0	23	59	382	0	18	0	0	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	30	73	0	0	23	59	382	0	18	0	0	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	30	73	0	0	23	59	382	0	18	0	0	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	30	73	0	0	23	59	382	0	18	0	0	0								
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx								
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	82	xxxx	xxxxx	xxxx	xxxx	xxxxx	186	186	53	xxxx	xxxx	xxxxx								
Potent Cap.:	1528	xxxx	xxxxx	xxxx	xxxx	xxxxx	808	712	1021	xxxx	xxxx	xxxxx								
Move Cap.:	1528	xxxx	xxxxx	xxxx	xxxx	xxxxx	796	698	1021	xxxx	xxxx	xxxxx								
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.48	0.00	0.02	xxxx	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*								
Movement:	LT - LTR - RT				LT - LTR - RT				LT - LTR - RT				LT - LTR - RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	804	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.8	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*								
ApproachDel:	xxxxxx			xxxxxx			13.8			xxxxxx										
ApproachLOS:	*			*			B			*										

Note: Queue reported is the number of cars per lane.

CUMULATIVE PLUS PROJECT WITHOUT BECKWITH EXTENSION PLUS MITIGATION (YEAR 2031)

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **1 10th Street (SR-150) & Harvard Boulevard**
Description: **Cumulative plus Project without Beckwith Extension Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	174	0	0.000	N-S(1):	0.363
	TH	1.00	744	1,600	0.574 *	N-S(2):	0.595 *
	LT	1.00	32	1,600	0.020	E-W(1):	0.433 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.375
	TH	1.00	455	1,600	0.297		
	LT	1.00	199	1,600	0.124 *	V/C:	1.028
Northbound	RT	0.00	114	0	0.000	Lost Time:	0.000
	TH	1.00	400	1,600	0.343	ITS:	0.000
	LT	0.00	34	1,600	0.021 *		
Eastbound	RT	0.00	112	0	0.000	ICU:	1.028
	TH	1.00	383	1,600	0.309 *		
	LT	1.00	124	1,600	0.078	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	177	0	0.000	N-S(1):	0.590 *
	TH	1.00	457	1,600	0.396	N-S(2):	0.429
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.478 *
Westbound	RT	0.00	42	0	0.000	E-W(2):	0.476
	TH	1.00	520	1,600	0.351		
	LT	1.00	192	1,600	0.120 *	V/C:	1.068
Northbound	RT	0.00	162	0	0.000	Lost Time:	0.000
	TH	1.00	689	1,600	0.565 *	ITS:	0.000
	LT	0.00	53	1,600	0.033		
Eastbound	RT	0.00	78	0	0.000	ICU:	1.068
	TH	1.00	495	1,600	0.358 *		
	LT	1.00	200	1,600	0.125	LOS:	F

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Harvard Boulevard**
Description: **Cumulative plus Project without Beckwith Extension Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,		
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	173	0	0.000	N-S(1):	0.180
	TH	2.00	593	3,200	0.239 *	N-S(2):	0.352 *
	LT	1.00	149	1,600	0.093	E-W(1):	0.269
Westbound	RT	1.00	159	1,600	0.006	E-W(2):	0.277 *
	TH	1.00	342	1,600	0.214 *		
	LT	1.00	266	1,600	0.166	V/C:	0.629
Northbound	RT	1.00	171	1,600	0.000	Lost Time:	0.000
	TH	2.00	279	3,200	0.087	ITS:	0.000
	LT	1.00	180	1,600	0.113 *		
Eastbound	RT	0.00	123	0	0.000	ICU:	0.629
	TH	2.00	205	3,200	0.103		
	LT	1.00	101	1,600	0.063 *	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	91	0	0.000	N-S(1):	0.225 *
	TH	2.00	326	3,200	0.130	N-S(2):	0.179
	LT	1.00	87	1,600	0.054 *	E-W(1):	0.327 *
Westbound	RT	1.00	112	1,600	0.016	E-W(2):	0.280
	TH	1.00	237	1,600	0.148		
	LT	1.00	196	1,600	0.123 *	V/C:	0.552
Northbound	RT	1.00	454	1,600	0.161	Lost Time:	0.000
	TH	2.00	546	3,200	0.171 *	ITS:	0.000
	LT	1.00	78	1,600	0.049		
Eastbound	RT	0.00	236	0	0.000	ICU:	0.552
	TH	2.00	417	3,200	0.204 *		
	LT	1.00	211	1,600	0.132	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **8 Peck Road & Main (as Part of Intersection 8)**
Description: **Cumulative plus Project without Beckwith Extension Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.026 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	41	1,600	0.026 *	E-W(1):	0.236 *
Westbound	RT	1.00	64	1,600	0.014	E-W(2):	0.014
	TH	0.00	0	0	0.000		
	LT	1.00	377	1,600	0.236 *	V/C:	0.262
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.262
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.014 *
	TH	1.00	0	1,600	0.000	N-S(2):	0.000
	LT	1.00	23	1,600	0.014 *	E-W(1):	0.121 *
Westbound	RT	1.00	23	1,600	0.000	E-W(2):	0.000
	TH	0.00	0	0	0.000		
	LT	1.00	194	1,600	0.121 *	V/C:	0.135
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.000
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.135
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	A

* - Denotes critical movement

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **10 Peck Road & SR-126 EB ramps**
Description: **Cumulative plus Project without Beckwith Extension Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	181	1,600	0.000	N-S(1):	0.101 *
	TH	1.00	69	1,600	0.043	N-S(2):	0.051
	LT	1.00	93	1,600	0.058 *	E-W(1):	0.026
Westbound	RT	0.00	122	0	0.000	E-W(2):	0.363 *
	TH	1.00	54	1,600	0.110 *		
	LT	1.00	5	1,600	0.003	V/C:	0.464
Northbound	RT	0.00	8	0	0.000	Lost Time:	0.000
	TH	1.00	60	1,600	0.043 *	ITS:	0.000
	LT	1.00	13	1,600	0.008		
Eastbound	RT	0.00	28	0	0.000	ICU:	0.464
	TH	1.00	8	1,600	0.023		
	LT	1.00	405	1,600	0.253 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	341	1,600	0.000	N-S(1):	0.105 *
	TH	1.00	55	1,600	0.034	N-S(2):	0.046
	LT	1.00	103	1,600	0.064 *	E-W(1):	0.049
Westbound	RT	0.00	91	0	0.000	E-W(2):	0.542 *
	TH	1.00	23	1,600	0.071 *		
	LT	1.00	1	1,600	0.001	V/C:	0.647
Northbound	RT	0.00	4	0	0.000	Lost Time:	0.000
	TH	1.00	62	1,600	0.041 *	ITS:	0.000
	LT	1.00	19	1,600	0.012		
Eastbound	RT	0.00	8	0	0.000	ICU:	0.647
	TH	1.00	68	1,600	0.048		
	LT	1.00	754	1,600	0.471 *	LOS:	B

* - Denotes critical movement

2031 Plus Project Mitigation AM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	2 0	0 1	0
Volume Module:												
Base Vol:	89	21	243	28	9	0	0	51	19	657	185	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	21	243	28	9	0	0	51	19	657	185	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	21	243	28	9	0	0	51	19	657	185	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	21	243	28	9	0	0	51	19	657	185	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	21	243	28	9	0	0	51	19	657	185	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	1.00	1.00	0.00	1.00	1.46	0.54	2.00	0.87	0.13
Final Sat.:	392	92	571	436	462	0	418	659	253	1094	520	79
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.43	0.06	0.02	xxxx	0.00	0.08	0.07	0.60	0.36	0.36
Crit Moves:			****	****				****		****		
Delay/Veh:	11.9	11.9	12.9	11.0	10.1	0.0	0.0	10.7	10.4	18.2	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	12.9	11.0	10.1	0.0	0.0	10.7	10.4	18.2	11.7	11.7
LOS by Move:	B	B	B	B	B	*	*	B	B	C	B	B
ApproachDel:	12.6			10.7			10.6			16.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			10.7			10.6			16.6		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.3	0.3	0.7	0.1	0.0	0.0	0.0	0.1	0.1	1.4	0.5	0.5

Note: Queue reported is the number of cars per lane.

2031 Plus Project Mitigation PM
Without Grade Crossing

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Faulkner Road & SR-126 WB On/Off-Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	13.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Faulkner Road						SR-126 WB On/Off-Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 1	0	1 0	1 1	0	2 0	0 1	0
Volume Module:												
Base Vol:	37	41	202	73	14	1	2	246	93	425	75	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	41	202	73	14	1	2	246	93	425	75	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	41	202	73	14	1	2	246	93	425	75	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	41	202	73	14	1	2	246	93	425	75	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	41	202	73	14	1	2	246	93	425	75	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	1.00	0.98	0.02	1.00	1.45	0.55	2.00	0.59	0.41
Final Sat.:	224	249	543	428	444	10	451	719	282	979	322	223
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.37	0.17	0.03	0.10	0.00	0.34	0.33	0.43	0.23	0.23
Crit Moves:			****	****				****		****		
Delay/Veh:	11.3	11.3	12.4	12.0	10.3	10.3	10.3	13.1	12.5	15.0	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	12.4	12.0	10.3	10.3	10.3	13.1	12.5	15.0	10.9	10.9
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	12.1			11.7			12.9			14.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			11.7			12.9			14.0		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.2	0.2	0.5	0.2	0.0	0.0	0.0	0.5	0.4	0.7	0.3	0.3

Note: Queue reported is the number of cars per lane.

Project Title: **Santa Paula West Business Park Specific Plan**
Intersection: **12 Beckwith Road & Telegraph Road**
Description: **Cumulative plus Project without Beckwith Extension Mitigation**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	0
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :	0		
FF Movements:	0		

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	78	0	0.000	N-S(1):	0.066 *
	TH	1.00	4	1,600	0.051	N-S(2):	0.053
	LT	1.00	78	1,600	0.049 *	E-W(1):	0.219
Westbound	RT	1.00	54	1,600	0.000	E-W(2):	0.283 *
	TH	1.00	424	1,600	0.265 *		
	LT	1.00	111	1,600	0.069	V/C:	0.349
Northbound	RT	0.00	23	0	0.000	Lost Time:	0.000
	TH	1.00	1	1,600	0.017 *	ITS:	0.000
	LT	0.00	3	1,600	0.002		
Eastbound	RT	0.00	28	0	0.000	ICU:	0.349
	TH	1.00	212	1,600	0.150		
	LT	1.00	28	1,600	0.018 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	22	0	0.000	N-S(1):	0.134 *
	TH	1.00	1	1,600	0.014	N-S(2):	0.029
	LT	1.00	67	1,600	0.042 *	E-W(1):	0.397 *
Westbound	RT	1.00	72	1,600	0.003	E-W(2):	0.170
	TH	1.00	201	1,600	0.126		
	LT	1.00	18	1,600	0.011 *	V/C:	0.531
Northbound	RT	0.00	118	0	0.000	Lost Time:	0.000
	TH	1.00	5	1,600	0.092 *	ITS:	0.000
	LT	0.00	24	1,600	0.015		
Eastbound	RT	0.00	3	0	0.000	ICU:	0.531
	TH	1.00	614	1,600	0.386 *		
	LT	1.00	70	1,600	0.044	LOS:	A

* - Denotes critical movement

APPENDIX D:
FREEWAY LEVEL OF SERVICE WORKSHEETS

EXISTING

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	932	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	259	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	527	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	527	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.5	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1471	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	409	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	831	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	831	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1509	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	419	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	853	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	853	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.2	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1105	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	307	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	624	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	624	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	8.9	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1136	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	316	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	642	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	642	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	9.2	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1882	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	523	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1063	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1063	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.2	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	2102	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	584	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1188	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1188	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.0	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1412	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	392	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	798	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	798	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.4	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1253	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	348	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	708	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	708	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	10.1	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	2204	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	612	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1245	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1245	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.8	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	2429	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	675	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1372	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1372	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.7	mi/h
Number of lanes, N	2	
Density, D	19.7	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1557	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	433	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	880	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	880	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.6	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1354	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	376	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	765	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	765	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	10.9	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	2681	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	745	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1515	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1515	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.8	mi/h
Number of lanes, N	2	
Density, D	22.0	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	2802	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	778	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1583	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1583	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.3	mi/h
Number of lanes, N	2	
Density, D	23.2	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1674	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	465	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	946	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	946	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	13.5	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1410	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	392	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	797	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	797	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.4	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	2739	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	761	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1548	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1548	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.6	mi/h
Number of lanes, N	2	
Density, D	22.6	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	2820	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	783	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1593	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1593	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.2	mi/h
Number of lanes, N	2	
Density, D	23.4	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing Conditions

Flow Inputs and Adjustments

Volume, V	1729	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	480	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	977	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	977	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.0	pc/mi/ln
Level of service, LOS	B	

EXISTING PLUS PROJECT

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	947	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	263	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	535	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	535	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.6	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1620	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	450	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	915	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	915	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	13.1	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1612	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	448	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	911	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	911	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	13.0	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1123	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	312	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	634	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	634	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	9.1	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1158	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	322	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	654	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	654	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	9.3	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	2051	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	570	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1159	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1159	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	16.6	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	2253	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	626	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1273	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1273	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.9	mi/h
Number of lanes, N	2	
Density, D	18.2	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1439	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	400	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	813	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	813	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.6	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
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Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1275	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	354	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	720	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	720	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	10.3	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	2373	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	659	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1341	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1341	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.8	mi/h
Number of lanes, N	2	
Density, D	19.2	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	2580	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	717	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1458	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1458	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.2	mi/h
Number of lanes, N	2	
Density, D	21.1	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1584	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	440	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	895	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	895	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.8	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1463	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	406	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	827	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	827	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.8	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	2701	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	750	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1526	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1526	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.8	mi/h
Number of lanes, N	2	
Density, D	22.2	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	2816	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	782	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1591	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1591	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.2	mi/h
Number of lanes, N	2	
Density, D	23.3	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1796	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	499	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1015	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1015	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.5	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1551	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	431	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	876	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	876	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.5	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	2765	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	768	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1562	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1562	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.5	mi/h
Number of lanes, N	2	
Density, D	22.8	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	2839	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	789	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1604	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1604	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.1	mi/h
Number of lanes, N	2	
Density, D	23.6	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Existing + Project Conditions

Flow Inputs and Adjustments

Volume, V	1886	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	524	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1066	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1066	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.2	pc/mi/ln
Level of service, LOS	B	

EXISTING PLUS PROJECT WITHOUT BECKWITH EXTENSION

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	948	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	263	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	536	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	536	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.7	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1594	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	443	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	901	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	901	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1619	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	450	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	915	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	915	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	13.1	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1125	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	313	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	636	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	636	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	9.1	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
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Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1156	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	321	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	653	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	653	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	9.3	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
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Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2038	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	566	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1151	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1151	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	16.4	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2241	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	623	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1266	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1266	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.9	mi/h
Number of lanes, N	2	
Density, D	18.1	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
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Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1438	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	399	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	812	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	812	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.6	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1273	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	354	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	719	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	719	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	10.3	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2360	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	656	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1333	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1333	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.8	mi/h
Number of lanes, N	2	
Density, D	19.1	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2568	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	713	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1451	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1451	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.3	mi/h
Number of lanes, N	2	
Density, D	20.9	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1583	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	440	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	894	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	894	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.8	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1470	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	408	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	831	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	831	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2703	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	751	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1527	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1527	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.8	mi/h
Number of lanes, N	2	
Density, D	22.2	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2819	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	783	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1593	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1593	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.2	mi/h
Number of lanes, N	2	
Density, D	23.4	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1802	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	501	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1018	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1018	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.5	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1563	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	434	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	883	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	883	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.6	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2767	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	769	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1563	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1563	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.5	mi/h
Number of lanes, N	2	
Density, D	22.8	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2842	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	789	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1606	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1606	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.1	mi/h
Number of lanes, N	2	
Density, D	23.6	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2015

Description: Existing + Project Conditions WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1898	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	527	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1072	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1072	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.3	pc/mi/ln
Level of service, LOS	B	

CUMULATIVE BASE (YEAR 2031)

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	1472	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	409	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	832	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	832	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2306	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	641	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1303	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1303	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.9	mi/h
Number of lanes, N	2	
Density, D	18.6	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2193	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	609	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1239	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1239	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.7	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	1786	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	496	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1009	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1009	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.4	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	1775	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	493	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1003	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1003	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.3	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2906	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	807	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1642	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1642	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	67.7	mi/h
Number of lanes, N	2	
Density, D	24.2	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2971	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	825	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1679	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1679	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	67.3	mi/h
Number of lanes, N	2	
Density, D	24.9	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2213	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	615	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1250	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1250	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2009	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	558	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1135	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1135	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	16.2	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	3195	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	888	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1805	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1805	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	65.8	mi/h
Number of lanes, N	2	
Density, D	27.5	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	3248	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	902	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1835	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1835	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	65.3	mi/h
Number of lanes, N	2	
Density, D	28.1	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2474	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	687	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1398	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1398	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.5	mi/h
Number of lanes, N	2	
Density, D	20.1	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2106	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	585	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1190	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1190	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.0	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	3776	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1049	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2133	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2133	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	59.9	mi/h
Number of lanes, N	2	
Density, D	35.6	pc/mi/ln
Level of service, LOS	E	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	3702	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1028	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2092	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2092	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	60.8	mi/h
Number of lanes, N	2	
Density, D	34.4	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2624	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	729	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1483	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1483	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.1	mi/h
Number of lanes, N	2	
Density, D	21.5	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2357	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	655	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1332	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1332	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.8	mi/h
Number of lanes, N	2	
Density, D	19.1	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	4081	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1134	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2306	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2306	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	55.8	mi/h
Number of lanes, N	2	
Density, D	41.3	pc/mi/ln
Level of service, LOS	E	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	3997	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1110	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2258	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2258	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	57.0	mi/h
Number of lanes, N	2	
Density, D	39.6	pc/mi/ln
Level of service, LOS	E	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Base Conditions

Flow Inputs and Adjustments

Volume, V	2853	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	793	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1612	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1612	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.0	mi/h
Number of lanes, N	2	
Density, D	23.7	pc/mi/ln
Level of service, LOS	C	

CUMULATIVE PLUS PROJECT (YEAR 2031)

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	1487	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	413	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	840	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	840	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.0	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	2421	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	673	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1368	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1368	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.7	mi/h
Number of lanes, N	2	
Density, D	19.6	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	2296	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	638	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1297	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1297	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.9	mi/h
Number of lanes, N	2	
Density, D	18.6	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	1804	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	501	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1019	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1019	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.6	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	1797	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	499	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1015	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1015	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.5	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	3075	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	854	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1737	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1737	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.7	mi/h
Number of lanes, N	2	
Density, D	26.1	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	3122	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	867	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1764	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1764	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.3	mi/h
Number of lanes, N	2	
Density, D	26.6	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	2240	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	622	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1266	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1266	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.9	mi/h
Number of lanes, N	2	
Density, D	18.1	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	2031	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	564	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1148	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1148	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	16.4	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	3364	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	934	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1901	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1901	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	64.3	mi/h
Number of lanes, N	2	
Density, D	29.6	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	3399	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	944	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1920	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1920	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	64.0	mi/h
Number of lanes, N	2	
Density, D	30.0	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	2501	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	695	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1413	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1413	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.5	mi/h
Number of lanes, N	2	
Density, D	20.3	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	2215	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	615	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1251	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1251	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	3796	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1054	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2145	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2145	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	59.6	mi/h
Number of lanes, N	2	
Density, D	36.0	pc/mi/ln
Level of service, LOS	E	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	3716	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1032	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2100	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2100	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	60.6	mi/h
Number of lanes, N	2	
Density, D	34.7	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	2746	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	763	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1551	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1551	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.6	mi/h
Number of lanes, N	2	
Density, D	22.6	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	2498	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	694	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1411	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1411	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.5	mi/h
Number of lanes, N	2	
Density, D	20.3	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2015
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	4107	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1141	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2320	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2320	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	55.4	mi/h
Number of lanes, N	2	
Density, D	41.8	pc/mi/ln
Level of service, LOS	E	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	4016	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1116	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2269	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2269	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	56.7	mi/h
Number of lanes, N	2	
Density, D	40.0	pc/mi/ln
Level of service, LOS	E	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2031
Description:	Cumulative Plus Project

Flow Inputs and Adjustments

Volume, V	3010	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	836	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1701	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1701	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	67.1	mi/h
Number of lanes, N	2	
Density, D	25.4	pc/mi/ln
Level of service, LOS	C	

CUMULATIVE PLUS PROJECT WITHOUT BECKWITH EXTENSION
(YEAR 2031)

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1488	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	413	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	841	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	841	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.0	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	10th St (SR-150) to Hallock Rd
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2429	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	675	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1372	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1372	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.7	mi/h
Number of lanes, N	2	
Density, D	19.7	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2303	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	640	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1301	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1301	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.9	mi/h
Number of lanes, N	2	
Density, D	18.6	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Hallock Rd to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1806	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	502	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1020	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1020	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.6	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	1795	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	499	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1014	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1014	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.5	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Palm Av to 10th St (SR-150)
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	3062	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	851	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1730	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1730	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.7	mi/h
Number of lanes, N	2	
Density, D	25.9	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	3110	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	864	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1757	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1757	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	66.4	mi/h
Number of lanes, N	2	
Density, D	26.5	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	10th St (SR-150) to Palm Av
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2239	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	622	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1265	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1265	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	18.1	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2029	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	564	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1146	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1146	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	16.4	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Peck Rd to Palm Av
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	3351	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	931	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1893	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1893	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	64.4	mi/h
Number of lanes, N	2	
Density, D	29.4	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	3387	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	941	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1914	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1914	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	64.1	mi/h
Number of lanes, N	2	
Density, D	29.9	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Palm Av to Peck Rd
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2500	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	694	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1413	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1413	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.5	mi/h
Number of lanes, N	2	
Density, D	20.3	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2222	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	617	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1255	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1255	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Briggs Rd to Peck Rd
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	3798	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1055	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2146	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2146	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	59.6	mi/h
Number of lanes, N	2	
Density, D	36.0	pc/mi/ln
Level of service, LOS	E	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	3719	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1033	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2101	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2101	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	60.6	mi/h
Number of lanes, N	2	
Density, D	34.7	pc/mi/ln
Level of service, LOS	D	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Peck Rd to Briggs
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2752	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	764	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1555	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1555	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.5	mi/h
Number of lanes, N	2	
Density, D	22.7	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	2510	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	697	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1418	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1418	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.4	mi/h
Number of lanes, N	2	
Density, D	20.4	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 EB
From/To:	Wells Rd to Briggs Rd
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	4109	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1141	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5*	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2322	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2322	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	55.4	mi/h
Number of lanes, N	2	
Density, D	41.9	pc/mi/ln
Level of service, LOS	E	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	AM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	4019	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1116	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	2271	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	2271	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	56.7	mi/h
Number of lanes, N	2	
Density, D	40.1	pc/mi/ln
Level of service, LOS	E	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	FR
Agency or Company:	Fehr & Peers
Date Performed:	3/2/2015
Analysis Time Period:	PM Peak Hour
Freeway/Direction:	SR-126 WB
From/To:	Briggs Rd to Wells Rd
Jurisdiction:	
Analysis Year:	2031

Description: Cumulative Plus Project WITHOUT BECKWITH EXTENSION

Flow Inputs and Adjustments

Volume, V	3022	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	839	v
Trucks and buses	3	%
Recreational vehicles	1	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.983	
Driver population factor, fp	1.00	
Flow rate, vp	1707	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1707	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	67.0	mi/h
Number of lanes, N	2	
Density, D	25.5	pc/mi/ln
Level of service, LOS	C	

APPENDIX E:
TRAFFIC SIGNAL WARRANTS

EXISTING PLUS PROJECT WITH MITIGATION

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: SR-126 EB On/Off-Ramps
Minor Street: Peck Road
Scenario: Existing Plus Project

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	YES	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: Telegraph Road
Minor Street: Beckwith Road
Scenario: Existing Plus Project

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	YES	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	YES	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

EXISTING PLUS PROJECT WITHOUT BECKWITH EXTENSION MITIGATION

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: SR-126 EB On/Off-Ramps
Minor Street: Peck Road
Scenario: Existing Plus Project without Beckwith Extension

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	YES	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: Telegraph Road
Minor Street: Beckwith Road
Scenario: Existing Plus Project without Beckwith Extension

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	YES	8th Highest Hour
80% Combination	1C	8	YES	YES	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

CUMULATIVE BASE PLUS PROJECT WITH MITIGATION

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: SR-126 EB On/Off-Ramps
Minor Street: Peck Road
Scenario: Cumulative Plus Project (Year 2031)

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	YES	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	YES	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: Telegraph Road
Minor Street: Beckwith Road
Scenario: Cumulative Plus Project (Year 2031)

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	YES	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	YES	8th Highest Hour
80% Combination	1C	8	YES	YES	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

CUMULATIVE BASE PLUS PROJECT WITHOUT BECKWITH EXTENSION WITH MITIGATION

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: SR-126 EB On/Off-Ramps
Minor Street: Peck Road
Scenario: Cumulative Plus Project without Beckwith Extension (Year 2031)

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	YES	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	YES	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: Telegraph Road
Minor Street: Beckwith Road
Scenario: Cumulative Plus Project without Beckwith Extension (Year 2031)

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	YES	8th Highest Hour
80% Combination	1C	8	YES	YES	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily