Appendix G
Transportation and Circulation Technical Analysis

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #01AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***MARKETPLACE DRIVE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	20	0	12	0	0	0	0	968	46	53	446	0
(B) PROJECT	0	0	0	0	0	0	0	54	0	0	9	0
(C) CUMULATIVE	24	0	26	0	0	0	0	994	47	61	451	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L R		TT R	LL TT

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	20	20	24	24	0.013 *	0.013 *	0.015	0.015
NBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBR *(a)*	1	1600	12	12	26	26	0.008	0.008	0.016 *	0.016 *
SBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	2	3200	968	1022	994	1048	0.303 *	0.319 *	0.311 *	0.328 *
EBR *(b)*	1	1600	39	39	40	40	0.024	0.024	0.025	0.025
WBL	2	3200	53	53	61	61	0.017 *	0.017 *	0.019 *	0.019 *
WBT	2	3200	446	455	451	460	0.139	0.142	0.141	0.144
WBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.433**	**0.449**	**0.446**	**0.463**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) 83% R.T.O.R., OVERLAP

(b) 15% R.T.O.R.

05/08/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #02AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***GLEN ANNIE RD***

E/W STREET: ***U.S. 101 NB RAMPS/CALLE REAL*** *(SPLIT PHASED)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	171	189	27	9	435	21	32	5	646	656	288	217
(B) PROJECT	0	3	11	0	18	0	45	0	0	0	0	0
(C) CUMULATIVE	176	191	92	13	439	22	33	13	654	786	293	220

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LL T TR	L T TR	L TR R	L LT TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	171	171	176	176	0.053 *	0.053 *	0.055 *	0.055 *
NBT	2	3200	189	192	191	194	0.062	0.064	0.070	0.073
NBR *(a)*	0	0	10	14	34	38	0.000	0.000	0.000	0.000
SBL	1	1600	9	9	13	13	0.006	0.006	0.008	0.008
SBT	2	3200	435	453	439	457	0.138 *	0.144 *	0.139 *	0.145 *
SBR *(b)*	0	0	7	7	7	7	0.000	0.000	0.000	0.000
EBL	1	1600	32	77	33	78	0.020	0.048	0.021	0.049
EBT	2	3200	5	5	13	13	0.143 *	0.143 *	0.147 *	0.147 *
EBR *(c)*	0	0	452	452	457	457	0.000	0.000	0.000	0.000
WBL	2	3200	656	656	786	786	0.205	0.205	0.246	0.246
WBT	1	1600	288	288	293	293	0.260 *	0.260 *	0.264 *	0.264 *
WBR *(d)*	0	0	128	128	130	130	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.694**	**0.700**	**0.705**	**0.711**
		LEVEL OF SERVICE:					**B**	**B**	**C**	**C**

NOTES:

(a) *63% R.T.O.R.*
(b) *67% R.T.O.R.*
(c) *30% R.T.O.R.*
(d) *41% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #03AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***U.S. 101 SB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	257	793	662	1153	0	18	0	235	0	0	0
(B) PROJECT	0	15	8	0	63	0	0	0	61	0	0	0
(C) CUMULATIVE	0	374	931	678	1202	0	20	0	308	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	LL TT	LT R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	2	3200	257	272	374	389	0.080	0.085	0.117	0.122
NBR *(a)*	1	1600	592	598	695	701	0.370 *	0.374 *	0.434 *	0.438 *
SBL	2	3200	662	662	678	678	0.207 *	0.207 *	0.212 *	0.212 *
SBT	2	3200	1153	1216	1202	1265	0.360	0.380	0.376	0.395
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	18	18	20	20	0.000	0.000	0.000	0.000
EBT	1	1600	0	0	0	0	0.011	0.011	0.013	0.013
EBR *(b)*	1	1600	46	58	60	72	0.029 *	0.036 *	0.038 *	0.045 *
WBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.706**	**0.717**	**0.784**	**0.795**
		LEVEL OF SERVICE:					**C**	**C**	**C**	**C**

NOTES:

(a) *25% R.T.O.R.*

(b) *80% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #04AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	55	478	168	477	606	361	536	472	67	123	162	60
(B) PROJECT	0	0	29	124	0	0	0	54	0	6	9	22
(C) CUMULATIVE	59	591	222	555	696	372	578	490	71	127	164	88

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND LL TT R	SOUTH BOUND LL TT R	EAST BOUND LL TT R	WEST BOUND LL TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	55	55	59	59	0.017	0.017	0.018	0.018
NBT	2	3200	478	478	591	591	0.149 *	0.149 *	0.185 *	0.185 *
NBR *(a)*	1	1600	76	89	100	113	0.048	0.056	0.063	0.071
SBL	2	3200	477	601	555	679	0.149 *	0.188 *	0.173 *	0.212 *
SBT	2	3200	606	606	696	696	0.189	0.189	0.218	0.218
SBR *(b)*	1	1600	123	123	127	127	0.077	0.077	0.079	0.079
EBL	2	3200	536	536	578	578	0.168 *	0.168 *	0.181 *	0.181 *
EBT	2	3200	472	526	490	544	0.148	0.164	0.153	0.170
EBR *(c)*	1	1600	26	26	28	28	0.016	0.016	0.018	0.018
WBL	2	3200	123	129	127	133	0.038	0.040	0.040	0.042
WBT	2	3200	162	171	164	173	0.051 *	0.053 *	0.051 *	0.054 *
WBR *(d)*	1	1600	33	45	48	61	0.021	0.028	0.030	0.038
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.617**	**0.658**	**0.690**	**0.732**
		LEVEL OF SERVICE:					**B**	**B**	**B**	**C**

NOTES:

(a) 55% R.T.O.R.
(b) 66% R.T.O.R.
(c) 61% R.T.O.R.
(d) 45% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #05AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***MARKETPLACE DRIVE*** *(SPLIT PHASED)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A)	EXISTING	48	489	27	35	511	228	166	10	49	11	10	15
(B)	PROJECT	0	29	0	0	6	0	0	0	0	0	0	0
(C)	CUMULATIVE	50	651	31	37	574	234	173	11	54	14	12	19

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T TR	L TT R	L LTR	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	48	48	50	50	0.030 *	0.030 *	0.031 *	0.031 *
NBT	2	3200	489	518	651	680	0.158	0.168	0.210	0.219
NBR *(a)*	0	0	18	18	21	21	0.000	0.000	0.000	0.000
SBL	1	1600	35	35	37	37	0.022	0.022	0.023	0.023
SBT	2	3200	511	517	574	580	0.160 *	0.162 *	0.179 *	0.181 *
SBR *(b)*	1	1600	175	175	180	180	0.109	0.109	0.113	0.113
EBL	0	0	166	166	173	173	0.000	0.000	0.000	0.000
EBT	2	3200	10	10	11	11	0.062 *	0.062 *	0.065 *	0.065 *
EBR *(c)*	0	0	22	22	24	24	0.000	0.000	0.000	0.000
WBL	0	0	11	11	14	14	0.000	0.000	0.000	0.000
WBT	1	1600	10	10	12	12	0.013 *	0.013 *	0.016 *	0.016 *
WBR *(d)*	1	1600	5	5	6	6	0.003	0.003	0.004	0.004
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.365**	**0.367**	**0.391**	**0.393**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) *33% R.T.O.R.*
(b) *23% R.T.O.R.*
(c) *55% R.T.O.R.*
(d) *67% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #06AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***PHELPS ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	16	371	18	53	418	32	115	4	88	19	5	93
(B) PROJECT	0	17	0	0	4	2	12	0	0	0	0	0
(C) CUMULATIVE	18	537	18	53	497	38	117	4	104	19	7	93

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L T TR	L TR	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	16	16	18	18	0.010	0.010	0.011	0.011
NBT	2	3200	371	388	537	554	0.120 *	0.125 *	0.172 *	0.177 *
NBR *(a)*	0	0	13	13	13	13	0.000	0.000	0.000	0.000
SBL	1	1600	53	53	53	53	0.033 *	0.033 *	0.033 *	0.033 *
SBT	2	3200	418	422	497	501	0.138	0.140	0.164	0.166
SBR *(b)*	0	0	24	26	29	30	0.000	0.000	0.000	0.000
EBL	1	1600	115	127	117	129	0.072 *	0.079 *	0.073 *	0.081 *
EBT	1	1600	4	4	4	4	0.029	0.029	0.034	0.034
EBR *(c)*	0	0	43	43	51	51	0.000	0.000	0.000	0.000
WBL	0	0	19	19	19	19	0.000	0.000	0.000	0.000
WBT	1	1600	5	5	7	7	0.043 *	0.043 *	0.044 *	0.044 *
WBR *(d)*	0	0	44	44	44	44	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.368**	**0.380**	**0.422**	**0.435**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) *28% R.T.O.R.*
(b) *25% R.T.O.R.*
(c) *51% R.T.O.R.*
(d) *53% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #07AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***EL COLEGIO***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	80	30	484	53	0	0	0	0	70	0	406
(B) PROJECT	0	0	0	1	0	0	0	0	0	0	0	5
(C) CUMULATIVE	0	86	30	484	55	0	0	0	0	71	0	454

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T R	LL T		L RR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	1	1600	80	80	86	86	0.050 *	0.050 *	0.054 *	0.054 *
NBR	1	1600	30	30	30	30	0.019	0.019	0.019	0.019
SBL	2	3200	484	485	484	485	0.151 *	0.152 *	0.151 *	0.152 *
SBT	1	1600	53	53	55	55	0.033	0.033	0.034	0.034
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	1	1600	70	70	71	71	0.044 *	0.044 *	0.044 *	0.044 *
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR *(a)*	2	3200	406	411	454	459	0.127	0.128	0.142	0.143
LOST TIME:							0.10 * --	0.10 * --	0.10 *	0.10 * --
INTERSECTION CAPACITY UTILIZATION:							**0.345**	**0.346**	**0.349**	**0.350**
LEVEL OF SERVICE:							**A**	**A**	**A**	**A**

NOTES:

(a) NOT CRITICAL DUE TO OVERLAP

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #08AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***COROMAR DRIVE/CABRILLO PARK DRIVE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL MITIGATED WITH SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	1	1	3	7	0	7	33	730	5	12	387	33
(B) PROJECT	32	0	51	0	0	0	0	22	167	278	21	0
(C) CUMULATIVE	1	1	3	16	0	8	43	823	5	12	409	64

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L TR	SOUTH BOUND L TR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	1	33	1	33	0.001	0.021	0.001	0.021
NBT	1	1600	1	1	1	1	0.003	0.034	0.003	0.034
NBR	0	0	3	54	3	54	0.000 *	0.000 *	0.000 *	0.000 *
SBL	1	1600	7	7	16	16	0.004 *	0.004 *	0.010 *	0.010 *
SBT	1	1600	0	0	0	0	0.004	0.004	0.005	0.005
SBR	0	0	7	7	8	8	0.000	0.000	0.000	0.000
EBL	1	1600	33	33	43	43	0.021	0.021	0.027	0.027
EBT	2	3200	730	752	823	845	0.230 *	0.289 *	0.259 *	0.318 *
EBR	0	0	5	172	5	172	0.000	0.000	0.000	0.000
WBL	1	1600	12	290	12	290	0.008 *	0.181 *	0.008 *	0.181 *
WBT	2	3200	387	408	409	430	0.131	0.138	0.148	0.154
WBR	0	0	33	33	64	64	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.342**	**0.574**	**0.377**	**0.609**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**B**

NOTES:

04/10/06

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*EXISTING*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description *CABRILLO BUSINESS PARK*

East/West Street: *HOLLISTER AVE.* | North/South Street: *COROMAR DR.*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*33*	*730*	*5*	*12*	*387*	*33*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*33*	*730*	*5*	*12*	*387*	*33*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*EXISTING PLUS PROJECT*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description *CABRILLO BUSINESS PARK*

East/West Street: *HOLLISTER AVE.* | North/South Street: *COROMAR DR.*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*33*	*752*	*172*	*290*	*408*	*33*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*33*	*752*	*172*	*290*	*408*	*33*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*33*	*1*	*54*	*7*	*0*	*7*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*33*	*1*	*54*	*7*	*0*	*7*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*33*	*290*	*34*		*54*	*7*		*7*
Capacity, c_m (vph)	*1101*	*723*	*40*		*541*	*54*		*778*
v/c ratio	*0.03*	*0.40*	*0.85*		*0.10*	*0.13*		*0.01*
Queue length (95%)	*0.09*	*1.99*	*5.80*		*0.33*	*0.44*		*0.03*
Control Delay (s/veh)	*8.4*	*13.3*	*354.9*		*12.4*	*81.5*		*9.7*
LOS	*A*	*B*	*F*		*B*	*F*		*A*
Approach delay (s/veh)	--	--	*144.7*			*45.6*		
Approach LOS	--	--	*F*			*E*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description *CABRILLO BUSINESS PARK*

East/West Street: *HOLLISTER AVE.* | North/South Street: *COROMAR DR.*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*43*	*823*	*6*	*12*	*409*	*64*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*43*	*823*	*6*	*12*	*409*	*64*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*1*	*1*	*3*	*16*	*0*	*7*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*1*	*1*	*3*	*16*	*0*	*7*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*43*	*12*	*2*		*3*	*16*		*7*
Capacity, c_m (vph)	*1071*	*786*	*136*		*582*	*196*		*759*
v/c ratio	*0.04*	*0.02*	*0.01*		*0.01*	*0.08*		*0.01*
Queue length (95%)	*0.13*	*0.05*	*0.04*		*0.02*	*0.27*		*0.03*
Control Delay (s/veh)	*8.5*	*9.7*	*31.9*		*11.2*	*25.0*		*9.8*
LOS	*A*	*A*	*D*		*B*	*C*		*A*
Approach delay (s/veh)	--	--	*19.5*			*20.4*		
Approach LOS	--	--	*C*			*C*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE + PROJECT*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*CABRILLO BUSINESS PARK*
East/West Street: *HOLLISTER AVE.*	North/South Street: *COROMAR DR.*
Intersection Orientation: *East-West*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*43*	*845*	*172*	*290*	*430*	*64*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*43*	*845*	*172*	*290*	*430*	*64*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*33*	*1*	*54*	*16*	*0*	*8*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*33*	*1*	*54*	*16*	*0*	*8*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*43*	*290*	*34*		*54*	*16*		*8*
Capacity, c_m (vph)	*1052*	*666*	*30*		*505*	*42*		*747*
v/c ratio	*0.04*	*0.44*	*1.13*		*0.11*	*0.38*		*0.01*
Queue length (95%)	*0.13*	*2.29*	*8.21*		*0.36*	*1.64*		*0.03*
Control Delay (s/veh)	*8.6*	*14.6*	*754.1*		*13.0*	*141.2*		*9.9*
LOS	*A*	*B*	*F*		*B*	*F*		*A*
Approach delay (s/veh)	--	--	*299.3*			*97.4*		
Approach LOS	--	--	*F*			*F*		

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #09AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/8/2005***

TIME PERIOD: ***AM***

N/S STREET: ***LOS CARNEROS RD.***

E/W STREET: ***US 101 NB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	40	394	0	0	480	111	0	0	0	782	1	40
(B) PROJECT	0	8	0	0	47	0	0	0	0	256	0	0
(C) CUMULATIVE	44	396	0	0	496	117	0	0	0	930	1	43

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	T TR		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	40	40	44	44	0.025 *	0.025 *	0.028 *	0.028 *
NBT	2	3200	394	402	396	404	0.123	0.126	0.124	0.126
NBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBT	2	3200	480	527	496	543	0.173 *	0.188 *	0.179 *	0.194 *
SBR *(a)*	0	0	74	74	78	78	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	0	0	782	1038	930	1186	0.000	0.000	0.000	0.000
WBT	2	3200	1	1	1	1	0.249 *	0.329 *	0.296 *	0.376 *
WBR *(b)*	0	0	15	15	16	16	0.000	0.000	0.000	0.000
			LOST TIME:				0.10 *	0.10 *	0.10 *	0.10 *
			INTERSECTION CAPACITY UTILIZATION:				**0.547**	**0.642**	**0.603**	**0.698**
			LEVEL OF SERVICE:				**A**	**B**	**A**	**B**

NOTES:

(a) 33% R.T.O.R.

(b) 62% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #10AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/8/2005***

TIME PERIOD: ***AM***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***U.S. 101 SB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING	0	190	448	77	1189	0	246	63	378	0	0	0
(B)	PROJECT	0	8	47	0	303	0	0	0	0	0	0	0
(C)	CUMULATIVE	0	311	570	88	1219	0	246	63	398	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	T TR	L TT	LT R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	2	3200	190	198	311	319	0.183	0.198	0.254	0.269
NBR *(a)*	0	0	394	436	502	543	0.000	0.000	0.000	0.000
SBL	1	1600	77	77	88	88	0.048	0.048	0.055	0.055
SBT	2	3200	1189	1492	1219	1522	0.372 *	0.466 *	0.381 *	0.476 *
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	246	246	246	246	0.000	0.000	0.000	0.000
EBT	1	1600	63	63	63	63	0.193 *	0.193 *	0.193 *	0.193 *
EBR *(b)*	1	1600	232	232	244	244	0.145	0.145	0.153	0.153
WBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
			LOST TIME:				0.10 *	0.10 *	0.10 *	0.10 *
			INTERSECTION CAPACITY UTILIZATION:				**0.665**	**0.759**	**0.674**	**0.769**
			LEVEL OF SERVICE:				**B**	**C**	**B**	**C**

NOTES:

(a) *12% R.T.O.R.*

(b) *39% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #11 AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***CALLE KORAL***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	395	9	278	1282	0	0	0	0	27	0	133
(B) PROJECT	0	55	0	0	303	0	0	0	0	0	0	0
(C) CUMULATIVE	0	520	10	318	1420	0	0	0	0	31	0	133

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T TR	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	2	3200	395	450	520	575	0.125	0.142	0.164	0.182
NBR (a)	0	0	5	5	6	6	0.000	0.000	0.000	0.000
SBL	1	1600	278	278	318	318	0.174	0.174	0.199	0.199
SBT	2	3200	1282	1585	1420	1723	0.401 *	0.495 *	0.444 *	0.538 *
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	1	1600	27	27	31	31	0.017	0.017	0.019	0.019
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR (b)	1	1600	84	84	84	84	0.053 *	0.053 *	0.053 *	0.053 *
		LOST TIME:					0.100 * --	0.100 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.554**	**0.648**	**0.597**	**0.691**
		LEVEL OF SERVICE:					**A**	**B**	**A**	**B**

NOTES:

(a) 44% R.T.O.R.

(b) 37% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #12AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	38	345	96	35	285	137	115	422	219	68	236	29
(B) PROJECT	53	11	3	0	60	243	44	8	20	12	49	0
(C) CUMULATIVE	50	429	100	45	330	141	152	465	241	70	288	40

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	38	91	50	103	0.024	0.057 *	0.031 *	0.064 *
NBT	2	3200	345	356	429	440	0.121 *	0.125	0.148	0.152
NBR *(a)*	0	0	43	44	45	46	0.000	0.000	0.000	0.000
SBL	1	1600	35	35	45	45	0.022 *	0.022	0.028	0.028
SBT	2	3200	285	345	330	390	0.114	0.202 *	0.123 *	0.211 *
SBR *(b)*	0	0	80	301	65	286	0.000	0.000	0.000	0.000
EBL	2	3200	115	159	152	196	0.036	0.050	0.048	0.061
EBT	2	3200	422	430	465	473	0.132 *	0.134 *	0.145 *	0.148 *
EBR *(c)*	1	1600	133	145	146	158	0.083	0.091	0.091	0.099
WBL	1	1600	68	80	70	82	0.043 *	0.050 *	0.044 *	0.051 *
WBT	2	3200	236	285	288	337	0.078	0.093	0.096	0.111
WBR *(d)*	0	0	14	14	19	19	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.418**	**0.543**	**0.443**	**0.574**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) 55% R.T.O.R.

(b) 50% R.T.O.R., OVERLAP

(c) 39% R.T.O.R.

(d) 52% R.T.O.R.

05/08/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #13AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***LOS CARNEROS ROAD*** ***MITIGATED WITH SIGNAL***

E/W STREET: ***CABRILLO PARK DRIVE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	479	0	0	572	0	0	0	0	0	0	0
(B) PROJECT	7	24	0	0	4	82	16	0	1	0	0	0
(C) CUMULATIVE	0	572	0	0	642	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T	T R	L R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	0	7	0	7	0.000	0.004 *	0.000	0.004 *
NBT	1	1600	479	503	572	596	0.299	0.314	0.358	0.373
NBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBT	1	1600	572	576	642	646	0.358 *	0.360 *	0.401 *	0.404 *
SBR	1	1600	0	82	0	82	0.000	0.051	0.000	0.051
EBL	1	1600	0	16	0	16	0.000	0.010 *	0.000	0.010 *
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	1	1600	0	1	0	1	0.000	0.001	0.000	0.001
WBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.358**	**0.474**	**0.501**	**0.518**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

04/10/06

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*EXISTING*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*CABRILLO BUSINESS PARK*
East/West Street: *CPB DWY*	North/South Street: *LOS CARNEROS*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*479*	*0*	*0*	*572*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*479*	*0*	*0*	*572*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*							
v (vph)	*0*							
C (m) (vph)	*991*							
v/c	*0.00*							
95% queue length	*0.00*							
Control Delay	*8.6*							
LOS	*A*							
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*EXISTING + PROJECT*
Analysis Time Period	*A.M. PEAK HOUR*		
Project Description	*CABRILLO BUSINESS PARK*		
East/West Street:	*CPB DWY*	North/South Street:	*LOS CARNEROS*
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*7*	*503*	*0*	*0*	*576*	*82*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*7*	*503*	*0*	*0*	*576*	*82*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*16*	*0*	*1*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*16*	*0*	*1*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (vph)	*7*					*16*		*1*
C (m) (vph)	*920*					*233*		*521*
v/c	*0.01*					*0.07*		*0.00*
95% queue length	*0.02*					*0.22*		*0.01*
Control Delay	*8.9*					*21.6*		*11.9*
LOS	*A*					*C*		*B*
Approach Delay	--	--				*21.0*		
Approach LOS	--	--				*C*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*A.M. PEAK HOUR*		
Project Description	*CABRILLO BUSINESS PARK*		
East/West Street:	*CPB DWY*	North/South Street:	*LOS CARNEROS*
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*572*	*0*	*0*	*642*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*572*	*0*	*0*	*642*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*T*			*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								
v (vph)								
C (m) (vph)								
v/c								
95% queue length								
Control Delay								
LOS								
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE+PROJECT*
Analysis Time Period	*A.M. PEAK HOUR*		
Project Description	*CABRILLO BUSINESS PARK*		
East/West Street:	*CPB DWY*	North/South Street:	*LOS CARNEROS*
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*7*	*596*	*0*	*0*	*646*	*82*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*7*	*596*	*0*	*0*	*646*	*82*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*16*	*0*	*1*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*16*	*0*	*1*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (vph)	*7*					*16*		*1*
C (m) (vph)	*866*					*185*		*475*
v/c	*0.01*					*0.09*		*0.00*
95% queue length	*0.02*					*0.28*		*0.01*
Control Delay	*9.2*					*26.3*		*12.6*
LOS	*A*					*D*		*B*
Approach Delay	--	--				*25.5*		
Approach LOS	--	--				*D*		

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #14AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***MESA ROAD*** *(SPLIT PHASED)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	23	368	24	295	257	19	41	26	35	17	4	45
(B) PROJECT	0	31	0	0	5	0	0	0	0	0	0	0
(C) CUMULATIVE	27	416	38	330	291	19	41	41	39	18	6	91

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L TR	LT R	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	23	23	27	27	0.014	0.014	0.017	0.017
NBT	1	1600	368	399	416	447	0.240 *	0.259 *	0.276 *	0.295 *
NBR *(a)*	0	0	16	16	25	25	0.000	0.000	0.000	0.000
SBL	1	1600	295	295	330	330	0.184 *	0.184 *	0.206 *	0.206 *
SBT	1	1600	257	262	291	296	0.169	0.172	0.190	0.193
SBR *(b)*	0	0	13	13	13	13	0.000	0.000	0.000	0.000
EBL	0	0	41	41	41	41	0.000	0.000	0.000	0.000
EBT	1	1600	26	26	41	41	0.042 *	0.042 *	0.051 *	0.051 *
EBR *(c)*	1	1600	11	11	12	12	0.007	0.007	0.008	0.008
WBL	0	0	17	17	18	18	0.000	0.000	0.000	0.000
WBT	1	1600	4	4	6	6	0.013 *	0.013 *	0.015 *	0.015 *
WBR *(d)*	1	1600	7	7	15	15	0.004	0.004	0.009	0.009
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.579**	**0.598**	**0.648**	**0.667**
		LEVEL OF SERVICE:					**A**	**A**	**B**	**B**

NOTES:

(a) *33% R.T.O.R.*
(b) *32% R.T.O.R.*
(c) *69% R.T.O.R.*
(d) *84% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #15AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***EL COLEGIO ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	0	171	0	142	269	348	0	2	109	146
(B) PROJECT	0	0	0	3	0	2	10	0	0	0	0	21
(C) CUMULATIVE	0	0	0	189	0	143	288	371	0	2	139	184

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND L R	EAST BOUND L T	WEST BOUND T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	1	1600	171	174	189	192	0.107 *	0.109 *	0.118 *	0.120 *
SBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBR *(a)*	1	1600	57	58	57	58	0.036	0.036	0.036	0.036
EBL	1	1600	269	279	288	298	0.168 *	0.174 *	0.180 *	0.186 *
EBT	1	1600	348	348	371	371	0.218	0.218	0.232	0.232
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	0	0	2	2	2	2	0.000	0.000	0.000	0.000
WBT	1	1600	109	109	139	139	0.069 *	0.069 *	0.088 *	0.088 *
WBR *(b)*	1	1600	83	95	105	116	0.052	0.059	0.066	0.073
LOST TIME:							0.10 * --	0.10 * --	0.10 *	0.10 * --
INTERSECTION CAPACITY UTILIZATION:							**0.444**	**0.452**	**0.486**	**0.494**
LEVEL OF SERVICE:							**A**	**A**	**A**	**A**

NOTES:

(a) 60% R.T.O.R.

(b) 43% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #16AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***5/14/2003***

TIME PERIOD: ***A.M.***

N/S STREET: ***FAIRVIEW AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	55	95	36	377	297	542	145	308	74	37	486	234
(B) PROJECT	0	0	0	0	0	12	2	9	0	0	49	0
(C) CUMULATIVE	79	145	40	381	371	556	174	312	140	64	618	243

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND LL TT R	EAST BOUND LL TT R	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	55	55	79	79	0.034 *	0.034 *	0.049 *	0.049 *
NBT	2	3200	95	95	145	145	0.040	0.040	0.057	0.057
NBR *(a)*	0	0	32	32	36	36	0.000	0.000	0.000	0.000
SBL	2	3200	377	377	381	381	0.118	0.118	0.119	0.119
SBT	2	3200	297	297	371	371	0.093	0.093	0.116	0.116
SBR *(b)*	1	1600	410	420	408	418	0.256 *	0.263 *	0.255 *	0.261 *
EBL	2	3200	145	147	174	176	0.045 *	0.046 *	0.054 *	0.055 *
EBT	2	3200	308	317	312	321	0.096	0.099	0.098	0.100
EBR *(c)*	1	1600	64	64	121	121	0.040	0.040	0.076	0.076
WBL	1	1600	37	37	64	64	0.023	0.023	0.040	0.040
WBT	2	3200	486	535	618	667	0.152 *	0.167 *	0.193 *	0.208 *
WBR *(d)*	1	1600	10	10	53	53	0.006	0.006	0.033	0.033
		LOST TIME:					0.100 * --	0.100 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.587**	**0.610**	**0.651**	**0.673**
		LEVEL OF SERVICE:					**A**	**B**	**B**	**B**

NOTES:

(a) 11% R.T.O.R.

(b) 11% R.T.O.R., OVERLAP

(c) 13% R.T.O.R.

(d) 15% R.T.O.R., OVERLAP

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #01PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***MARKETPLACE DRIVE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	76	0	338	0	0	0	0	723	52	385	1080	0
(B) PROJECT	0	0	0	0	0	0	0	13	0	0	49	0
(C) CUMULATIVE	77	0	348	0	0	0	0	729	57	402	1112	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L R		TT R	LL TT

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	76	76	77	77	0.048	0.048	0.048	0.048
NBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBR *(a)*	1	1600	146	146	147	147	0.091 *	0.091 *	0.092 *	0.092 *
SBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	2	3200	723	736	729	742	0.226 *	0.230	0.228 *	0.232
EBR *(b)*	1	1600	31	31	34	34	0.019	0.019	0.021	0.021
WBL	2	3200	385	385	402	402	0.120 *	0.120	0.126 *	0.126
WBT	2	3200	1080	1129	1112	1161	0.338	0.353 *	0.348	0.363 *
WBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.537**	**0.544**	**0.546**	**0.555**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) 42% R.T.O.R., OVERLAP

(b) 40% R.T.O.R.

05/08/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #02PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***GLEN ANNIE RD***

E/W STREET: ***U.S. 101 NB RAMPS/CALLE REAL*** *(SPLIT PHASED)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING	275	229	214	23	283	8	10	9	336	955	382	108
(B)	PROJECT	0	16	55	0	4	0	0	0	0	9	0	0
(C)	CUMULATIVE	280	234	305	25	293	9	11	12	342	1128	406	128

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL T TR	L T TR	L TR R	L LT TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	275	275	280	280	0.086 *	0.086 *	0.088 *	0.088 *
NBT	2	3200	229	245	234	250	0.108	0.122	0.125	0.139
NBR *(a)*	0	0	116	146	165	195	0.000	0.000	0.000	0.000
SBL	1	1600	23	23	25	25	0.014	0.014	0.016	0.016
SBT	2	3200	283	287	293	297	0.090 *	0.091 *	0.093 *	0.094 *
SBR *(b)*	0	0	4	4	5	5	0.000	0.000	0.000	0.000
EBL	1	1600	10	10	11	11	0.006	0.006	0.007	0.007
EBT	2	3200	9	9	12	12	0.077 *	0.077 *	0.079 *	0.079 *
EBR *(c)*	0	0	238	238	242	242	0.000	0.000	0.000	0.000
WBL	2	3200	955	964	1128	1137	0.298 *	0.301 *	0.353 *	0.355 *
WBT	1	1600	382	382	406	406	0.288	0.288	0.313	0.313
WBR *(d)*	0	0	79	79	94	94	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.651**	**0.655**	**0.713**	**0.716**
		LEVEL OF SERVICE:					**B**	**B**	**C**	**C**

NOTES:

(a) 46% R.T.O.R.
(b) 50% R.T.O.R.
(c) 29% R.T.O.R.
(d) 27% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #03PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***U.S. 101 SB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	694	1015	319	1273	0	15	0	62	0	0	0
(B) PROJECT	0	71	40	0	13	0	0	0	13	0	0	0
(C) CUMULATIVE	0	755	1178	360	1419	0	20	0	143	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT R	LL TT	LT R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	2	3200	694	765	755	826	0.217	0.239	0.236	0.258
NBR *(a)*	1	1600	829	862	966	999	0.518 *	0.539 *	0.604 *	0.624 *
SBL	2	3200	319	319	360	360	0.100 *	0.100 *	0.113 *	0.113 *
SBT	2	3200	1273	1286	1419	1432	0.398	0.402	0.443	0.448
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	15	15	20	20	0.000	0.000	0.000	0.000
EBT	1	1600	0	0	0	0	0.009 *	0.009 *	0.013	0.013
EBR *(b)*	1	1600	10	12	23	25	0.006	0.008	0.014 *	0.016 *
WBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.727**	**0.748**	**0.831**	**0.853**
		LEVEL OF SERVICE:					**C**	**C**	**D**	**D**

NOTES:

(a) *18% R.T.O.R.*

(b) *84% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #04PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	103	680	183	178	528	732	645	344	64	325	651	342
(B) PROJECT	0	0	6	26	0	0	0	13	0	28	49	111
(C) CUMULATIVE	108	792	188	213	669	784	659	347	69	393	674	440

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND LL TT R	SOUTH BOUND LL TT R	EAST BOUND LL TT R	WEST BOUND LL TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	103	103	108	108	0.032	0.032	0.034 *	0.034
NBT	2	3200	680	680	792	792	0.213 *	0.213 *	0.248	0.248 *
NBR *(a)*	1	1600	78	81	80	83	0.049	0.051	0.050	0.052
SBL	2	3200	178	204	213	239	0.056 *	0.064 *	0.067	0.075 *
SBT	2	3200	528	528	669	669	0.165	0.165	0.209	0.209
SBR *(b)*	1	1600	343	343	463	463	0.214	0.214	0.289 *	0.289
EBL	2	3200	645	645	659	659	0.202 *	0.202 *	0.206 *	0.206 *
EBT	2	3200	344	357	347	360	0.108	0.112	0.108	0.113
EBR *(c)*	1	1600	30	30	32	32	0.019	0.019	0.020	0.020
WBL	2	3200	325	353	393	421	0.102	0.110	0.123	0.132
WBT	2	3200	651	700	674	723	0.203 *	0.219 *	0.211 *	0.226
WBR *(d)*	1	1600	234	310	334	431	0.146	0.194	0.209	0.269 *
		LOST TIME:					0.100 * --	0.100 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.774**	**0.798**	**0.840**	**0.898**
		LEVEL OF SERVICE:					**C**	**C**	**D**	**D**

NOTES:

(a) *57% R.T.O.R.*
(b) *53% R.T.O.R.*
(c) *53% R.T.O.R.*
(d) *32% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #05PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***MARKETPLACE DRIVE*** *(SPLIT PHASED)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING	126	611	58	88	491	301	273	40	117	68	53	76
(B)	PROJECT	0	6	0	0	28	0	0	0	0	0	0	0
(C)	CUMULATIVE	132	690	62	93	693	310	280	42	120	73	54	78

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L T TR	L TT R	L LTR	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4	5	6
NBL	1	1600	126	126	132	132	0.079 *	0.079 *	0.083 *	0.083 *		
NBT	2	3200	611	617	690	696	0.204	0.206	0.229	0.231		
NBR *(a)*	0	0	41	41	44	44	0.000	0.000	0.000	0.000		
SBL	1	1600	88	88	93	93	0.055	0.055	0.058	0.058		
SBT	2	3200	491	519	693	721	0.153 *	0.162 *	0.217 *	0.225 *		
SBR *(b)*	1	1600	175	175	180	180	0.109	0.109	0.113	0.113		
EBL	0	0	273	273	280	280	0.000	0.000	0.000	0.000		
EBT	2	3200	40	40	42	42	0.126 *	0.126 *	0.129 *	0.129 *		
EBR *(c)*	0	0	90	90	92	92	0.000	0.000	0.000	0.000		
WBL	0	0	68	68	73	73	0.000	0.000	0.000	0.000		
WBT	1	1600	53	53	54	54	0.076 *	0.076 *	0.079 *	0.079 *		
WBR *(d)*	1	1600	23	23	24	24	0.014	0.014	0.015	0.015		
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --		
		INTERSECTION CAPACITY UTILIZATION:					**0.534**	**0.543**	**0.608**	**0.616**		
		LEVEL OF SERVICE:					**A**	**A**	**B**	**B**		

NOTES:

(a) *29% R.T.O.R.*

(b) *42% R.T.O.R.*

(c) *23% R.T.O.R.*

(d) *70% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #06PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***PHELPS ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	61	643	11	58	592	106	73	9	63	12	6	44
(B) PROJECT	0	4	0	0	17	11	2	0	0	0	0	0
(C) CUMULATIVE	81	742	11	58	800	109	80	11	66	12	6	44

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND L T TR	EAST BOUND L TR	WEST BOUND LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	61	61	81	81	0.038 *	0.038 *	0.051 *	0.051 *
NBT	2	3200	643	647	742	746	0.204	0.205	0.235	0.236
NBR *(a)*	0	0	10	10	10	10	0.000	0.000	0.000	0.000
SBL	1	1600	58	58	58	58	0.036	0.036	0.036	0.036
SBT	2	3200	592	609	800	817	0.211 *	0.219 *	0.277 *	0.285 *
SBR *(b)*	0	0	84	93	86	95	0.000	0.000	0.000	0.000
EBL	1	1600	73	75	80	82	0.046 *	0.047 *	0.050 *	0.051 *
EBT	1	1600	9	9	11	11	0.019	0.019	0.021	0.021
EBR *(c)*	0	0	21	21	22	22	0.000	0.000	0.000	0.000
WBL	0	0	12	12	12	12	0.000	0.000	0.000	0.000
WBT	1	1600	6	6	6	6	0.026 *	0.026 *	0.026 *	0.026 *
WBR *(d)*	0	0	24	24	24	24	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.421**	**0.430**	**0.504**	**0.513**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) 9% R.T.O.R.
(b) 21% R.T.O.R.
(c) 67% R.T.O.R.
(d) 45% R.T.O.R.

04/13/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #07PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***EL COLEGIO***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	132	44	587	73	0	0	0	0	96	0	699
(B) PROJECT	0	0	0	5	0	0	0	0	0	0	0	1
(C) CUMULATIVE	0	135	45	647	81	0	0	0	0	96	0	706

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T R	LL T		L RR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	1	1600	132	132	135	135	0.083 *	0.083 *	0.084 *	0.084 *
NBR	1	1600	44	44	45	45	0.028	0.028	0.028	0.028
SBL	2	3200	587	592	647	652	0.183 *	0.185 *	0.202 *	0.204 *
SBT	1	1600	73	73	81	81	0.046	0.046	0.051	0.051
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	1	1600	96	96	96	96	0.060 *	0.060 *	0.060 *	0.060 *
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR *(a)*	2	3200	699	700	706	707	0.218	0.219	0.221	0.221
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.426**	**0.428**	**0.446**	**0.448**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) NOT CRITICAL DUE TO OVERLAP

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #08PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***COROMAR DRIVE-CABRILLO PARK DRIVE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL **MITIGATED WITH SIGNALS**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	5	9	0	50	9	677	1	4	1014	15
(B) PROJECT	161	0	250	0	0	0	0	21	37	60	13	0
(C) CUMULATIVE	0	0	5	48	0	62	10	705	1	4	1130	26

GEOMETRICS

GEOMETRICS	NORTH BOUND L TR	SOUTH BOUND L TR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	0	161	0	161	0.000	0.101	0.000	0.101
NBT	1	1600	0	0	0	0	0.003	0.159 *	0.003	0.159 *
NBR *(a)*	0	0	5	255	5	255	0.000	0.000	0.000	0.000
SBL	1	1600	9	9	48	48	0.006	0.006 *	0.030	0.030 *
SBT	1	1600	0	0	0	0	0.031 *	0.031	0.039 *	0.039
SBR *(b)*	0	0	50	50	62	62	0.000	0.000	0.000	0.000
EBL	1	1600	9	9	10	10	0.006 *	0.006 *	0.006 *	0.006 *
EBT	2	3200	677	698	705	726	0.212	0.230	0.221	0.239
EBR *(c)*	0	0	1	38	1	38	0.000	0.000	0.000	0.000
WBL	1	1600	4	64	4	64	0.003	0.040	0.003	0.040
WBT	2	3200	1014	1027	1130	1143	0.322 *	0.326 *	0.361 *	0.365 *
WBR *(d)*	0	0	15	15	26	26	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.459**	**0.597**	**0.506**	**0.660**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**B**

NOTES:

04/13/06

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*EXISTING*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description	*CABRILLO BUSINESS PARK*
East/West Street: *HOLLISTER AVE.*	North/South Street: *COROMAR DR.*
Intersection Orientation: *East-West*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*9*	*677*	*1*	*4*	*1014*	*15*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*9*	*677*	*1*	*4*	*1014*	*15*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*5*	*9*	*0*	*50*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*0*	*5*	*9*	*0*	*50*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*9*	*4*	*0*		*5*	*9*		*50*
Capacity, c_m (vph)	*659*	*897*			*651*	*99*		*500*
v/c ratio	*0.01*	*0.00*			*0.01*	*0.09*		*0.10*
Queue length (95%)	*0.04*	*0.01*			*0.02*	*0.30*		*0.33*
Control Delay (s/veh)	*10.5*	*9.0*			*10.6*	*45.0*		*13.0*
LOS	*B*	*A*			*B*	*E*		*B*
Approach delay (s/veh)	--	--				*17.9*		
Approach LOS	--	--				*C*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*EXISTING PLUS PROJECT*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description	*CABRILLO BUSINESS PARK*
East/West Street: *HOLLISTER AVE.*	North/South Street: *COROMAR DR.*
Intersection Orientation: *East-West*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*9*	*698*	*38*	*64*	*1027*	*15*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*9*	*698*	*38*	*64*	*1027*	*15*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*161*	*0*	*255*	*9*	*0*	*50*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*161*	*0*	*255*	*9*	*0*	*50*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*9*	*64*	*161*		*255*	*9*		*50*
Capacity, c_m (vph)	*651*	*852*	*86*		*623*	*44*		*495*
v/c ratio	*0.01*	*0.08*	*1.87*		*0.41*	*0.20*		*0.10*
Queue length (95%)	*0.04*	*0.24*	*43.10*		*2.06*	*0.74*		*0.34*
Control Delay (s/veh)	*10.6*	*9.6*	*1702*		*14.8*	*107.6*		*13.1*
LOS	*B*	*A*	*F*		*B*	*F*		*B*
Approach delay (s/veh)	--	--	*667.7*			*27.5*		
Approach LOS	--	--	*F*			*D*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description *CABRILLO BUSINESS PARK*

East/West Street: *HOLLISTER AVE.* | North/South Street: *COROMAR DR.*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*705*	*1*	*4*	*1130*	*26*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*10*	*705*	*1*	*4*	*1130*	*26*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	*7*	*8*	*9*	*10*	*11*	*12*
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*5*	*48*	*0*	*62*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*0*	*5*	*48*	*0*	*62*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*10*	*4*	*0*		*5*	*48*		*62*
Capacity, c_m (vph)	*589*	*875*			*638*	*77*		*454*
v/c ratio	*0.02*	*0.00*			*0.01*	*0.62*		*0.14*
Queue length (95%)	*0.05*	*0.01*			*0.02*	*3.91*		*0.47*
Control Delay (s/veh)	*11.2*	*9.1*			*10.7*	*121.9*		*14.2*
LOS	*B*	*A*			*B*	*F*		*B*
Approach delay (s/veh)	--	--				*61.2*		
Approach LOS	--	--				*F*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE+PROJECT*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description	*CABRILLO BUSINESS PARK*
East/West Street: *HOLLISTER AVE.*	North/South Street: *COROMAR DR.*
Intersection Orientation: *East-West*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*726*	*38*	*64*	*1143*	*26*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*10*	*726*	*38*	*64*	*1143*	*26*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*161*	*0*	*255*	*48*	*0*	*62*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*161*	*0*	*255*	*48*	*0*	*62*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*10*	*64*	*161*		*255*	*48*		*62*
Capacity, c_m (vph)	*582*	*832*	*70*		*610*	*34*		*450*
v/c ratio	*0.02*	*0.08*	*2.30*		*0.42*	*1.41*		*0.14*
Queue length (95%)	*0.05*	*0.25*	*50.30*		*2.13*	*12.68*		*0.48*
Control Delay (s/veh)	*11.3*	*9.7*	*2484*		*15.1*	*1119*		*14.3*
LOS	*B*	*A*	*F*		*C*	*F*		*B*
Approach delay (s/veh)	--	--	*970.7*			*496.3*		
Approach LOS	--	--	*F*			*F*		

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #09PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/8/2005***

TIME PERIOD: ***PM***

N/S STREET: ***LOS CARNEROS RD.***

E/W STREET: ***US 101 NB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	284	619	0	0	305	180	0	0	0	470	4	40
(B) PROJECT	0	43	0	0	10	0	0	0	0	56	0	0
(C) CUMULATIVE	309	639	0	0	307	181	0	0	0	622	4	54

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT	T TR		L LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	284	284	309	309	0.178 *	0.178 *	0.193 *	0.193 *
NBT	2	3200	619	662	639	682	0.193	0.207	0.200	0.213
NBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBT	2	3200	305	315	307	317	0.130 *	0.133 *	0.131 *	0.134 *
SBR *(a)*	0	0	110	110	111	111	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	0	0	470	526	622	678	0.000	0.000	0.000	0.000
WBT	2	3200	4	4	4	4	0.156 *	0.173 *	0.206 *	0.223 *
WBR *(b)*	0	0	24	24	32	32	0.000	0.000	0.000	0.000
			LOST TIME:				0.10 *	0.10 *	0.10 *	0.10 *
			INTERSECTION CAPACITY UTILIZATION:				**0.564**	**0.584**	**0.630**	**0.650**
			LEVEL OF SERVICE:				**A**	**A**	**B**	**B**

NOTES:

(a) 39% R.T.O.R.

(b) 40% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #10PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/8/05***

TIME PERIOD: ***PM***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***U.S. 101 SB RAMPS***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	791	971	51	745	0	74	1	44	0	0	0
(B) PROJECT	0	43	231	0	66	0	0	0	0	0	0	0
(C) CUMULATIVE	0	829	1156	55	896	0	82	1	49	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	T TR	L TT	LT R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	1	1600	791	834	829	872	0.494	0.521	0.518	0.545
NBR *(a)*	1	1600	854	1058	1017	1221	0.534 *	0.661 *	0.636 *	0.763 *
SBL	1	1600	51	51	55	55	0.032 *	0.032 *	0.034 *	0.034 *
SBT	2	3200	745	811	896	962	0.233	0.253	0.280	0.301
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	74	74	82	82	0.000	0.000	0.000	0.000
EBT	1	1600	1	1	1	1	0.047 *	0.047 *	0.052 *	0.052 *
EBR *(b)*	1	1600	27	27	30	30	0.017	0.017	0.019	0.019
WBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 *	0.10 *	0.10 *	0.10 *
		INTERSECTION CAPACITY UTILIZATION:					**0.713**	**0.840**	**0.822**	**0.949**
		LEVEL OF SERVICE:					**C**	**D**	**D**	**E**

NOTES:

(a) *12% R.T.O.R., DE FACTO RIGHT TURN LANE*

(b) *39% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #11 PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***CALLE KORAL***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	1444	31	137	593	0	0	0	0	13	0	349
(B) PROJECT	0	274	0	0	66	0	0	0	0	0	0	0
(C) CUMULATIVE	0	1617	36	137	749	0	0	0	0	14	0	399

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T TR	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	2	3200	1444	1718	1617	1891	0.461 *	0.546 *	0.516 *	0.602 *
NBR (a)	0	0	30	30	35	35	0.000	0.000	0.000	0.000
SBL	1	1600	137	137	137	137	0.086 *	0.086 *	0.086 *	0.086 *
SBT	2	3200	593	659	749	815	0.185	0.206	0.234	0.255
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	1	1600	13	13	14	14	0.008	0.008	0.009	0.009
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR (b)	1	1600	213	213	243	243	0.133 *	0.133 *	0.152 *	0.152 *
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.780**	**0.865**	**0.854**	**0.940**
		LEVEL OF SERVICE:					**C**	**D**	**D**	**E**

NOTES:

(a) 3% R.T.O.R.

(b) 39% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #12PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	229	576	123	64	548	141	153	402	128	206	662	42
(B) PROJECT	14	55	11	0	14	52	219	44	22	2	11	0
(C) CUMULATIVE	256	632	125	78	653	187	158	467	143	211	716	55

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	229	243	256	270	0.143 *	0.152 *	0.160 *	0.169 *
NBT	2	3200	576	631	632	687	0.180	0.197	0.198	0.215
NBR *(a)*	1	1600	68	74	69	75	0.043	0.046	0.043	0.047
SBL	1	1600	64	64	78	78	0.040	0.040	0.049	0.049
SBT	2	3200	548	562	653	667	0.171 *	0.176 *	0.204 *	0.208 *
SBR *(b)*	1	1600	65	7	108	51	0.041	0.004	0.068	0.032
EBL	2	3200	153	372	158	377	0.048	0.116 *	0.049	0.118 *
EBT	2	3200	402	446	467	511	0.148 *	0.166	0.172 *	0.189
EBR *(c)*	0	0	73	86	82	94	0.000	0.000	0.000	0.000
WBL	1	1600	206	208	211	213	0.129 *	0.130	0.132 *	0.133
WBT	2	3200	662	673	716	727	0.213	0.216 *	0.231	0.235 *
WBR *(d)*	0	0	18	18	24	24	0.000	0.000	0.000	0.000
LOST TIME:							0.10 * --	0.10 * --	0.10 *	0.10 * --
INTERSECTION CAPACITY UTILIZATION:							**0.691**	**0.760**	**0.768**	**0.830**
LEVEL OF SERVICE:							**B**	**C**	**C**	**D**

NOTES:

(a) 45% R.T.O.R.

(b) 40% R.T.O.R., OVERLAP

(c) 43% R.T.O.R.

(d) 57% R.T.O.R.

05/08/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #13PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD*** ***MITIGATED WITH SIGNAL***

E/W STREET: ***CABRILLO PARK DRIVE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	928	0	0	883	0	0	0	0	0	0	0
(B) PROJECT	3	4	0	0	21	17	76	0	6	0	0	0
(C) CUMULATIVE	0	1015	0	0	999	0	0	0	0	0	0	0

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T	SOUTH BOUND T R	EAST BOUND L R	WEST BOUND

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	0	3	0	3	0.000	0.002	0.000	0.002 *
NBT	1	1600	928	932	1015	1019	0.580 *	0.583 *	0.634 *	0.637
NBR *(b)*	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBT	1	1600	883	904	999	1020	0.552	0.565	0.624	0.638 *
SBR *(c)*	1	1600	0	17	0	17	0.000	0.011	0.000	0.011
EBL	1	1600	0	76	0	76	0.000	0.048 *	0.000 *	0.048 *
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR *(d)*	1	1600	0	6	0	6	0.000	0.004	0.000	0.004
WBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR *(e)*	0	0	0	0	0	0	0.000	0.000	0.000	0.000
LOST TIME:							0.10 * --	0.10 * --	0.10 *	0.10 * --
INTERSECTION CAPACITY UTILIZATION:							**0.680**	**0.731**	**0.734**	**0.788**
LEVEL OF SERVICE:							**B**	**C**	**C**	**C**

NOTES:

04/10/06

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*EXISTING*
Analysis Time Period	*P.M. PEAK HOUR*		
Project Description	*CABRILLO BUSINESS PARK*		
East/West Street:	*CPB DWY*	North/South Street:	*LOS CARNEROS*
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*928*	*0*	*0*	*883*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*928*	*0*	*0*	*883*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*							
v (vph)	*0*							
C (m) (vph)	*758*							
v/c	*0.00*							
95% queue length	*0.00*							
Control Delay	*9.7*							
LOS	*A*							
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*EXISTING PLUS PROJECT*
Analysis Time Period	*P.M.*		
Project Description	*CABRILLO BUSINESS PARK*		
East/West Street:	*CPB DWY*	North/South Street:	*LOS CARNEROS*
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*3*	*932*	*0*	*0*	*904*	*17*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*3*	*932*	*0*	*0*	*904*	*17*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*76*	*0*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*76*	*0*	*6*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (vph)	*3*					*76*		*6*
C (m) (vph)	*733*					*82*		*338*
v/c	*0.00*					*0.93*		*0.02*
95% queue length	*0.01*					*9.28*		*0.05*
Control Delay	*9.9*					*261.6*		*15.8*
LOS	*A*					*F*		*C*
Approach Delay	--	--				*243.6*		
Approach LOS	--	--				*F*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE*
Analysis Time Period	*P.M. PEAK HOUR*		
Project Description	*CABRILLO BUSINESS PARK*		
East/West Street:	*CPB DWY*	North/South Street:	*LOS CARNEROS*
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*1015*	*0*	*0*	*999*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*1015*	*0*	*0*	*999*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*							
v (vph)	*0*							
C (m) (vph)	*685*							
v/c	*0.00*							
95% queue length	*0.00*							
Control Delay	*10.3*							
LOS	*B*							
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE+PROJECT*
Analysis Time Period	*P.M. PEAK HOUR*		
Project Description	*CABRILLO BUSINESS PARK*		
East/West Street:	*CPB DWY*	North/South Street:	*LOS CARNEROS*
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*3*	*1019*	*0*	*0*	*1020*	*17*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*3*	*1019*	*0*	*0*	*1020*	*17*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*76*	*0*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*76*	*0*	*6*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (vph)	*3*					*76*		*6*
C (m) (vph)	*663*					*61*		*290*
v/c	*0.00*					*1.25*		*0.02*
95% queue length	*0.01*					*15.07*		*0.06*
Control Delay	*10.5*					*711.2*		*17.7*
LOS	*B*					*F*		*C*
Approach Delay	--	--				*660.4*		
Approach LOS	--	--				*F*		

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #14PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***MESA ROAD*** *(SPLIT PHASED)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	22	551	31	117	701	35	35	8	22	69	20	336
(B) PROJECT	0	9	0	0	27	0	0	0	0	0	0	0
(C) CUMULATIVE	27	594	32	174	761	35	35	10	27	86	39	360

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TR	L TR	LT R	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	22	22	27	27	0.014 *	0.014 *	0.017 *	0.017 *
NBT	1	1600	551	560	594	603	0.362	0.368	0.389	0.395
NBR *(a)*	0	0	28	28	29	29	0.000	0.000	0.000	0.000
SBL	1	1600	117	117	174	174	0.073	0.073	0.109	0.109
SBT	1	1600	701	728	761	788	0.456 *	0.473 *	0.494 *	0.511 *
SBR *(b)*	0	0	29	29	29	29	0.000	0.000	0.000	0.000
EBL	0	0	35	35	35	35	0.000	0.000	0.000	0.000
EBT	1	1600	8	8	10	10	0.027 *	0.027 *	0.028 *	0.028 *
EBR *(c)*	1	1600	15	15	18	18	0.009	0.009	0.011	0.011
WBL	0	0	69	69	86	86	0.000	0.000	0.000	0.000
WBT	1	1600	20	20	39	39	0.056	0.056	0.078	0.078
WBR *(d)*	1	1600	165	165	206	206	0.103 *	0.103 *	0.129 *	0.129 *
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.700**	**0.717**	**0.768**	**0.785**
		LEVEL OF SERVICE:					**B**	**C**	**C**	**C**

NOTES:

(a) 10% R.T.O.R.
(b) 17% R.T.O.R.
(c) 32% R.T.O.R.
(d) 51% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #15PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***EL COLEGIO ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	0	0	415	6	368	282	450	0	2	485	329
(B) PROJECT	0	0	0	18	0	9	2	0	0	0	0	5
(C) CUMULATIVE	0	0	0	463	6	392	283	487	0	2	514	352

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS		L R	L T	T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	1	1600	415	433	463	481	0.259 *	0.271 *	0.289 *	0.301 *
SBT	0	0	6	6	6	6	0.000	0.000	0.000	0.000
SBR *(a)*	1	1600	241	247	256	262	0.151	0.154	0.160	0.164
EBL	1	1600	282	284	283	285	0.176 *	0.178 *	0.177 *	0.178 *
EBT	1	1600	450	450	487	487	0.281	0.281	0.304	0.304
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	0	0	2	2	2	2	0.000	0.000	0.000	0.000
WBT	1	1600	485	485	514	514	0.304 *	0.304 *	0.323 *	0.323 *
WBR *(b)*	1	1600	182	185	195	197	0.114	0.116	0.122	0.123
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.839**	**0.853**	**0.889**	**0.902**
		LEVEL OF SERVICE:					**D**	**D**	**D**	**D**

NOTES:

(a) 35% R.T.O.R.

(b) 45% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #16PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***5/14/2003***

TIME PERIOD: ***P.M.***

N/S STREET: ***FAIRVIEW AVENUE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	79	315	52	284	125	213	462	554	62	34	626	566
(B) PROJECT	0	0	0	0	0	2	11	44	0	0	11	0
(C) CUMULATIVE	161	408	86	295	188	249	479	719	92	39	631	571

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L T TR	SOUTH BOUND LL TT R	EAST BOUND LL TT R	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	79	79	161	161	0.049	0.049	0.101	0.101
NBT	2	3200	315	315	408	408	0.110 *	0.110 *	0.147 *	0.147 *
NBR *(a)*	0	0	38	38	63	63	0.000	0.000	0.000	0.000
SBL	2	3200	284	284	295	295	0.089 *	0.089 *	0.092 *	0.092 *
SBT	2	3200	125	125	188	188	0.039	0.039	0.059	0.059
SBR *(b)*	1	1600	158	159	184	186	0.099	0.099	0.115	0.116
EBL	2	3200	462	473	479	490	0.144 *	0.148 *	0.150 *	0.153 *
EBT	2	3200	554	598	719	763	0.173	0.187	0.225	0.238
EBR *(c)*	1	1600	51	51	75	75	0.032	0.032	0.047	0.047
WBL	1	1600	34	34	39	39	0.021	0.021	0.024	0.024
WBT	2	3200	626	637	631	642	0.196	0.199	0.197	0.201
WBR *(d)*	1	1600	379	379	424	424	0.237 *	0.237 *	0.265 *	0.265 *
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.680**	**0.684**	**0.754**	**0.757**
		LEVEL OF SERVICE:					**B**	**B**	**C**	**C**

NOTES:

(a) 27% R.T.O.R.
(b) 26% R.T.O.R., OVERLAP
(c) 18% R.T.O.R.
(d) 8% R.T.O.R., OVERLAP

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #04PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **MITIGATED**

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***HOLLISTER AVENUE*** ***SB AND WB FREE RIGHT TURN LANES***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	103	680	183	178	528	732	645	344	64	325	651	342
(B) PROJECT	0	0	6	26	0	0	0	13	0	28	49	111
(C) CUMULATIVE	108	792	188	213	669	784	659	347	69	393	674	440

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TT R	LL TT R	LL TT R	LL TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	103	103	108	108	0.032	0.032	0.034	0.034
NBT	2	3200	680	680	792	792	0.213 *	0.213 *	0.248 *	0.248 *
NBR *(a)*	1	1600	78	81	81	83	0.049	0.051	0.051	0.052
SBL	2	3200	178	204	213	239	0.056 *	0.064 *	0.067 *	0.075 *
SBT	2	3200	528	528	669	669	0.165	0.165	0.209	0.209
SBR *(b)*	1	1600	343	343	454	454	0.214	0.214	0.284	0.284
EBL	2	3200	645	645	659	659	0.202 *	0.202 *	0.206 *	0.206 *
EBT	2	3200	344	357	347	360	0.108	0.112	0.108	0.113
EBR *(c)*	1	1600	30	30	32	32	0.019	0.019	0.020	0.020
WBL	2	3200	325	353	393	421	0.102	0.110	0.123	0.132
WBT	2	3200	651	700	674	723	0.203 *	0.219 *	0.211 *	0.226 *
WBR *(d)*	1	1600	234	310	334	431	0.146	0.194	0.209	0.269
		LOST TIME:					0.100 * --	0.100 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.774**	**0.798**	**0.832**	**0.855**
		LEVEL OF SERVICE:					**C**	**C**	**D**	**D**

NOTES:

(a) 57% R.T.O.R.

(b) 53% R.T.O.R., NOT CRITICAL DUE TO FREE RIGHT

(c) 53% R.T.O.R.

(d) 32% R.T.O.R., NOT CRITICAL DUE TO FREE RIGHT

04/11/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #10PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **MITIGATED**

COUNT DATE: ***2/8/05***

TIME PERIOD: ***PM***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***U.S. 101 SB RAMPS*** ***NB FREE RIGHT-TURN LANE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	791	971	51	745	0	74	1	44	0	0	0
(B) PROJECT	0	43	231	0	66	0	0	0	0	0	0	0
(C) CUMULATIVE	0	829	1156	55	896	0	82	1	49	0	0	0

GEOMETRICS

GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	T TR	L TT	L R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	2	3200	791	834	829	872	0.247 *	0.261 *	0.259 *	0.273 *
NBR *(a)*	1	1600	854	1058	1017	1221	0.534	0.661	0.636	0.763
SBL	1	1600	51	51	55	55	0.032 *	0.032 *	0.034 *	0.034 *
SBT	2	3200	745	811	896	962	0.233	0.253	0.280	0.301
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	1	1600	74	74	82	82	0.046 *	0.046 *	0.051 *	0.051 *
EBT	0	0	1	1	1	1	0.000	0.000	0.000	0.000
EBR *(b)*	1	1600	27	27	30	30	0.017	0.017	0.019	0.019
WBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 *	0.10 *	0.10 *	0.10 *
		INTERSECTION CAPACITY UTILIZATION:					**0.425**	**0.439**	**0.444**	**0.458**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) 12% R.T.O.R., NOT CRITICAL DUE TO FREE RIGHT

(b) 39% R.T.O.R.

04/11/06

CABRILLO BUSINESS PARK (ATE #04052)
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: ***2/9/2005***
TIME PERIOD: ***P.M.***
N/S STREET: ***LOS CARNEROS ROAD***
E/W STREET: ***CALLE KORAL*** ***TRIPLE NB THROUGH LANES***
CONTROL TYPE: SIGNAL

REFERENCE #11 PM
MITIGATED

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	1444	31	137	593	0	0	0	0	13	0	349
(B) PROJECT	0	274	0	0	66	0	0	0	0	0	0	0
(C) CUMULATIVE	0	1617	36	137	749	0	0	0	0	14	0	399

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	TT TR	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	3	4800	1444	1718	1617	1891	0.307 *	0.364 *	0.344 *	0.401 *
NBR (a)	0	0	30	30	35	35	0.000	0.000	0.000	0.000
SBL	1	1600	137	137	137	137	0.086 *	0.086 *	0.086 *	0.086 *
SBT	2	3200	593	659	749	815	0.185	0.206	0.234	0.255
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	1	1600	13	13	14	14	0.008	0.008	0.009	0.009
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR (b)	1	1600	213	213	243	243	0.133 *	0.133 *	0.152 *	0.152 *
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.626**	**0.683**	**0.682**	**0.739**
		LEVEL OF SERVICE:					**B**	**B**	**B**	**C**

NOTES:

(a) 3% R.T.O.R.
(b) 39% R.T.O.R.

04/11/06

CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***CALLE KORAL*** ***WB FREE RIGHT-TURN LANE***

CONTROL TYPE: SIGNAL

REFERENCE #11 PM
FREE RIGHT MITIGATION

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	1444	31	137	593	0	0	0	0	13	0	349
(B) PROJECT	0	274	0	0	66	0	0	0	0	0	0	0
(C) CUMULATIVE	0	1617	36	137	749	0	0	0	0	14	0	399

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T TR	L TT		L R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	2	3200	1444	1718	1617	1891	0.461 *	0.546 *	0.516 *	0.602 *
NBR (a)	0	0	30	30	35	35	0.000	0.000	0.000	0.000
SBL	1	1600	137	137	137	137	0.086 *	0.086 *	0.086 *	0.086 *
SBT	2	3200	593	659	749	815	0.185	0.206	0.234	0.255
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	1	1600	13	13	14	14	0.008 *	0.008 *	0.009 *	0.009 *
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR (b)	1	1600	349	349	399	399	0.218	0.218	0.249	0.249
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.655**	**0.740**	**0.711**	**0.797**
		LEVEL OF SERVICE:					**B**	**C**	**C**	**C**

NOTES:

(a) 3% R.T.O.R.

(b) 39% R.T.O.R., NOT CRITICAL DUE TO FREE RIGHT

04/11/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #12PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **MITIGATED**

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***HOLLISTER AVENUE*** ***DOUBLE NORTHBOUND AND WESTBOUND LEFT TURN LANES***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	229	576	123	64	548	141	153	402	128	206	662	42
(B) PROJECT	14	55	11	0	14	52	219	44	22	2	11	0
(C) CUMULATIVE	256	632	125	78	653	187	158	467	143	211	716	55

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	229	243	256	270	0.072 *	0.076 *	0.080 *	0.084 *
NBT	2	3200	576	631	632	687	0.180	0.197	0.198	0.215
NBR *(a)*	1	1600	68	74	125	136	0.043	0.046	0.078	0.085
SBL	1	1600	64	64	78	78	0.040	0.040	0.049	0.049
SBT	2	3200	548	562	653	667	0.171 *	0.176 *	0.204 *	0.208 *
SBR *(b)*	1	1600	65	7	108	51	0.041	0.004	0.068	0.032
EBL	2	3200	153	372	158	377	0.048	0.116 *	0.049	0.118 *
EBT	2	3200	402	446	467	511	0.148 *	0.166	0.191 *	0.211
EBR *(c)*	0	0	73	86	143	165	0.000	0.000	0.000	0.000
WBL	2	3200	206	208	211	213	0.064 *	0.065	0.066 *	0.067
WBT	2	3200	662	673	716	727	0.213	0.216 *	0.241	0.244 *
WBR *(d)*	0	0	18	18	55	55	0.000	0.000	0.000	0.000
LOST TIME:							0.10 * --	0.10 * --	0.10 * --	0.10 * --
INTERSECTION CAPACITY UTILIZATION:							**0.555**	**0.684**	**0.641**	**0.754**
LEVEL OF SERVICE:							**A**	**B**	**B**	**C**

NOTES:

(a) *45% R.T.O.R.* **R.T.O.R. FACTORS NOT APPLIED TO CUMULATIVE SCENARIOS*

(b) *40% R.T.O.R., OVERLAP*

(c) *43% R.T.O.R.*

(d) *57% R.T.O.R.*

05/08/06

CABRILLO BUSINESS PARK (ATE #04052)
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: ***2/9/2005***
TIME PERIOD: ***A.M.***
N/S STREET: ***STORKE ROAD***
E/W STREET: ***HOLLISTER AVENUE***
CONTROL TYPE: SIGNAL

REFERENCE #04AM
WITH PHELPS

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	55	478	168	477	606	361	536	472	67	123	162	60
(B) PROJECT	0	0	0	124	0	0	0	54	0	0	9	22
(C) CUMULATIVE	65	591	192	472	769	373	575	451	75	143	152	43

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND LL TT R	SOUTH BOUND LL TT R	EAST BOUND LL TT R	WEST BOUND LL TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	55	55	65	65	0.017	0.017	0.020	0.020
NBT	2	3200	478	478	591	591	0.149 *	0.149 *	0.185 *	0.185 *
NBR *(a)*	1	1600	76	76	87	87	0.048	0.048	0.054	0.054
SBL	2	3200	477	601	472	596	0.149 *	0.188 *	0.148 *	0.186 *
SBT	2	3200	606	606	769	769	0.189	0.189	0.240	0.240
SBR *(b)*	1	1600	123	123	127	127	0.077	0.077	0.079	0.079
EBL	2	3200	536	536	575	575	0.168 *	0.168 *	0.180 *	0.180 *
EBT	2	3200	472	526	451	505	0.148	0.164	0.141	0.158
EBR *(c)*	1	1600	26	26	29	29	0.016	0.016	0.018	0.018
WBL	2	3200	123	123	143	143	0.038	0.038	0.045	0.045
WBT	2	3200	162	171	152	161	0.051 *	0.053 *	0.048 *	0.050 *
WBR *(d)*	1	1600	33	45	24	36	0.021	0.028	0.015	0.023
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.617**	**0.658**	**0.661**	**0.701**
		LEVEL OF SERVICE:					**B**	**B**	**B**	**B**

NOTES:

(a) *55% R.T.O.R.*
(b) *66% R.T.O.R.*
(c) *61% R.T.O.R.*
(d) *45% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #06AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS**

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***PHELPS ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	16	371	18	53	418	32	115	4	88	19	5	93
(B) PROJECT	0	0	17	0	0	0	0	12	0	4	2	0
(C) CUMULATIVE	26	530	49	156	484	38	104	170	72	22	24	108

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T TR (a)	L T TR (a)	L TR	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	16	16	26	26	0.010	0.010	0.016	0.016
NBT	2	3200	371	371	530	530	0.120 *	0.124 *	0.177 *	0.181 *
NBR *(a)*	0	0	13	25	35	48	0.000	0.000	0.000	0.000
SBL	1	1600	53	53	156	156	0.033 *	0.033 *	0.098 *	0.098 *
SBT	2	3200	418	418	484	484	0.138	0.138	0.160	0.160
SBR *(b)*	0	0	24	24	29	29	0.000	0.000	0.000	0.000
EBL	1	1600	115	115	104	104	0.072 *	0.072 *	0.065 *	0.065 *
EBT	1	1600	4	16	170	182	0.029	0.037	0.128	0.136
EBR *(c)*	0	0	43	43	35	35	0.000	0.000	0.000	0.000
WBL	0	0	19	23	22	26	0.000	0.000	0.000	0.000
WBT	1	1600	5	7	24	26	0.043 *	0.046 *	0.061 *	0.064 *
WBR *(d)*	0	0	44	44	51	51	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.368**	**0.375**	**0.501**	**0.508**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) *28% R.T.O.R.*
(b) *25% R.T.O.R.*
(c) *51% R.T.O.R.*
(d) *53% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052)
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: ***2/9/2005***
TIME PERIOD: ***A.M.***
N/S STREET: ***STORKE ROAD***
E/W STREET: ***EL COLEGIO***
CONTROL TYPE: SIGNAL

REFERENCE #07AM
WITH PHELPS

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	80	30	484	53	0	0	0	0	70	0	406
(B) PROJECT	0	0	0	1	0	0	0	0	0	0	0	5
(C) CUMULATIVE	0	87	30	484	55	0	0	0	0	71	0	452

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T R	LL T		L RR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	1	1600	80	80	87	87	0.050 *	0.050 *	0.054 *	0.054 *
NBR	1	1600	30	30	30	30	0.019	0.019	0.019	0.019
SBL	2	3200	484	485	484	485	0.151 *	0.152 *	0.151 *	0.152 *
SBT	1	1600	53	53	55	55	0.033	0.033	0.034	0.034
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	1	1600	70	70	71	71	0.044 *	0.044 *	0.044 *	0.044 *
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR *(a)*	2	3200	406	411	452	457	0.127	0.128	0.141	0.143
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.345**	**0.346**	**0.349**	**0.350**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) NOT CRITICAL DUE TO OVERLAP

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #08AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS**

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***COROMAR DRIVE/CABRILLO PARK DRIVE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL MITIGATED WITH SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	1	1	3	7	0	7	33	730	5	12	387	33
(B) PROJECT	27	0	56	0	0	0	0	22	142	301	24	0
(C) CUMULATIVE	1	1	3	17	0	8	43	792	5	12	373	63

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TR	L TR	L T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	1	28	1	28	0.001	0.018	0.001	0.018
NBT	1	1600	1	1	1	1	0.003	0.038	0.003	0.038
NBR	0	0	3	59	3	59	0.000 *	0.000 *	0.000 *	0.000 *
SBL	1	1600	7	7	17	17	0.004 *	0.004 *	0.011 *	0.011 *
SBT	1	1600	0	0	0	0	0.004	0.004	0.005	0.005
SBR	0	0	7	7	8	8	0.000	0.000	0.000	0.000
EBL	1	1600	33	33	43	43	0.021	0.021	0.027	0.027
EBT	2	3200	730	752	792	814	0.230 *	0.281 *	0.249 *	0.300 *
EBR	0	0	5	147	5	147	0.000	0.000	0.000	0.000
WBL	1	1600	12	313	12	313	0.008 *	0.196 *	0.008 *	0.196 *
WBT	2	3200	387	411	373	397	0.131	0.139	0.136	0.144
WBR	0	0	33	33	63	63	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.342**	**0.581**	**0.368**	**0.607**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**B**

NOTES:

04/10/06

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE W/PHELPS*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*CABRILLO BUSINESS PARK*
East/West Street: *HOLLISTER AVE.*	North/South Street: *COROMAR DR.*
Intersection Orientation: *East-West*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*43*	*792*	*5*	*12*	*373*	*63*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*43*	*792*	*5*	*12*	*373*	*63*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*1*	*1*	*3*	*17*	*0*	*8*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*1*	*1*	*3*	*17*	*0*	*8*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*43*	*12*	*2*		*3*	*17*		*8*
Capacity, c_m (vph)	*1106*	*808*	*149*		*596*	*216*		*780*
v/c ratio	*0.04*	*0.01*	*0.01*		*0.01*	*0.08*		*0.01*
Queue length (95%)	*0.12*	*0.05*	*0.04*		*0.02*	*0.26*		*0.03*
Control Delay (s/veh)	*8.4*	*9.5*	*29.5*		*11.1*	*23.1*		*9.7*
LOS	*A*	*A*	*D*		*B*	*C*		*A*
Approach delay (s/veh)	--	--	*18.4*			*18.8*		
Approach LOS	--	--	*C*			*C*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE+PROJECT W/PHELPS*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description *CABRILLO BUSINESS PARK*	
East/West Street: *HOLLISTER AVE.*	North/South Street: *COROMAR DR.*
Intersection Orientation: *East-West*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*43*	*814*	*147*	*313*	*397*	*63*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*43*	*814*	*147*	*313*	*397*	*63*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*28*	*1*	*59*	*17*	*0*	*8*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*28*	*1*	*59*	*17*	*0*	*8*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*43*	*313*	*29*		*59*	*17*		*8*
Capacity, c_m (vph)	*1083*	*700*	*31*		*527*	*42*		*766*
v/c ratio	*0.04*	*0.45*	*0.94*		*0.11*	*0.40*		*0.01*
Queue length (95%)	*0.12*	*2.40*	*6.11*		*0.38*	*1.79*		*0.03*
Control Delay (s/veh)	*8.5*	*14.3*	*509.1*		*12.7*	*146.1*		*9.7*
LOS	*A*	*B*	*F*		*B*	*F*		*A*
Approach delay (s/veh)	--	--	*176.3*			*102.5*		
Approach LOS	--	--	*F*			*F*		

CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL

REFERENCE #12AM
WITH PHELPS

TRAFFIC VOLUME SUMMARY

VOLUMES		NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A)	EXISTING	38	345	96	35	285	137	115	422	219	68	236	29
(B)	PROJECT	53	11	3	0	60	243	44	8	20	12	49	0
(C)	CUMULATIVE	12	444	104	45	336	153	142	453	109	74	284	40

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	38	91	12	65	0.024	0.057 *	0.008 *	0.041 *
NBT	2	3200	345	356	444	455	0.121 *	0.125	0.153	0.157
NBR *(a)*	0	0	43	44	47	48	0.000	0.000	0.000	0.000
SBL	1	1600	35	35	45	45	0.022 *	0.022	0.028	0.028
SBT	2	3200	285	345	336	396	0.114	0.202 *	0.131 *	0.218 *
SBR *(b)*	0	0	80	301	82	303	0.000	0.000	0.000	0.000
EBL	2	3200	115	159	142	186	0.036	0.050	0.044	0.058
EBT	2	3200	422	430	453	461	0.132 *	0.134 *	0.142 *	0.144 *
EBR *(c)*	1	1600	133	145	66	78	0.083	0.091	0.041	0.049
WBL	1	1600	68	80	74	86	0.043 *	0.050 *	0.046 *	0.054 *
WBT	2	3200	236	285	284	333	0.078	0.093	0.095	0.110
WBR *(d)*	0	0	14	14	19	19	0.000	0.000	0.000	0.000
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.418**	**0.543**	**0.427**	**0.557**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) 55% R.T.O.R.
(b) 50% R.T.O.R., OVERLAP
(c) 39% R.T.O.R.
(d) 52% R.T.O.R.

05/08/06

CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***CABRILLO PARK DRIVE***

CONTROL TYPE: SIGNAL

MITIGATED WITH SIGNAL

REFERENCE #13AM
WITH PHELPS

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	479	0	0	572	0	0	0	0	0	0	0
(B) PROJECT	7	24	0	0	4	82	16	0	1	0	0	0
(C) CUMULATIVE	0	553	0	0	522	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T	T R	L R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	0	7	0	7	0.000	0.004 *	0.000	0.004 *
NBT	1	1600	479	503	553	577	0.299	0.314	0.346	0.361
NBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBT	1	1600	572	576	522	526	0.358 *	0.360 *	0.326 *	0.329 *
SBR	1	1600	0	82	0	82	0.000	0.051	0.000	0.051
EBL	1	1600	0	16	0	16	0.000	0.010 *	0.000	0.010 *
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	1	1600	0	1	0	1	0.000	0.001	0.000	0.001
WBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
LOST TIME:							0.10 --	0.10 * --	0.10 *	0.10 * --
INTERSECTION CAPACITY UTILIZATION:							**0.358**	**0.474**	**0.426**	**0.443**
LEVEL OF SERVICE:							**A**	**A**	**A**	**A**

NOTES:

04/10/06

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE W/PHELPS*
Analysis Time Period	*A.M. PEAK HOUR*		
Project Description	*CABRILLO BUSINESS PARK*		
East/West Street:	*CPB DWY*	North/South Street:	*LOS CARNEROS*
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*553*	*0*	*0*	*522*	*114*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*553*	*0*	*0*	*522*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*T*			*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								
v (vph)								
C (m) (vph)								
v/c								
95% queue length								
Control Delay								
LOS								
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE+PROJECT W/PHELPS*
Analysis Time Period	*A.M. PEAK HOUR*		

Project Description	*CABRILLO BUSINESS PARK*
East/West Street: *CPB DWY*	North/South Street: *LOS CARNEROS*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*7*	*577*	*0*	*0*	*526*	*82*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*7*	*577*	*0*	*0*	*526*	*82*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*16*	*0*	*1*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*16*	*0*	*1*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (vph)	*7*					*16*		*1*
C (m) (vph)	*961*					*225*		*556*
v/c	*0.01*					*0.07*		*0.00*
95% queue length	*0.02*					*0.23*		*0.01*
Control Delay	*8.8*					*22.2*		*11.5*
LOS	*A*					*C*		*B*
Approach Delay	--	--				*21.6*		
Approach LOS	--	--				*C*		

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #14AM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS**

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***MESA ROAD*** *(SPLIT PHASED)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	23	368	24	295	257	19	41	26	35	17	4	45
(B) PROJECT	0	31	0	0	5	6	29	0	0	0	0	0
(C) CUMULATIVE	18	423	24	194	318	10	51	222	56	14	47	59

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TR	L TR	LT R	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	23	23	18	18	0.014	0.014	0.011	0.011
NBT	1	1600	368	399	423	454	0.240 *	0.259 *	0.274 *	0.294 *
NBR *(a)*	0	0	16	16	16	16	0.000	0.000	0.000	0.000
SBL	1	1600	295	295	194	194	0.184 *	0.184 *	0.121 *	0.121 *
SBT	1	1600	257	262	318	323	0.169	0.174	0.203	0.209
SBR *(b)*	0	0	13	17	7	11	0.000	0.000	0.000	0.000
EBL	0	0	41	70	51	80	0.000	0.000	0.000	0.000
EBT	1	1600	26	26	222	222	0.042 *	0.060 *	0.171 *	0.189 *
EBR *(c)*	1	1600	11	11	18	18	0.007	0.007	0.011	0.011
WBL	0	0	17	17	14	14	0.000	0.000	0.000	0.000
WBT	1	1600	4	4	47	47	0.013 *	0.013 *	0.038	0.038
WBR *(d)*	1	1600	7	7	9	9	0.004	0.004	0.006	0.006
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.579**	**0.616**	**0.666**	**0.704**
		LEVEL OF SERVICE:					**A**	**B**	**B**	**B**

NOTES:

(a) 33% R.T.O.R.
(b) 32% R.T.O.R.
(c) 69% R.T.O.R.
(d) 84% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***A.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***EL COLEGIO ROAD***

CONTROL TYPE: SIGNAL

REFERENCE #15AM
WITH PHELPS

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	0	0	171	0	142	269	348	0	2	109	146
(B) PROJECT	0	0	0	3	0	2	10	0	0	0	0	21
(C) CUMULATIVE	0	0	0	229	0	142	260	339	0	2	126	197

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS		L R	L T	T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	1	1600	171	174	229	232	0.107 *	0.109 *	0.143 *	0.145 *
SBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBR *(a)*	1	1600	57	58	57	58	0.036	0.036	0.036	0.036
EBL	1	1600	269	279	260	270	0.168 *	0.174 *	0.163 *	0.169 *
EBT	1	1600	348	348	339	339	0.218	0.218	0.212	0.212
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	0	0	2	2	2	2	0.000	0.000	0.000	0.000
WBT	1	1600	109	109	126	126	0.069 *	0.069 *	0.080 *	0.080 *
WBR *(b)*	1	1600	83	95	112	124	0.052	0.059	0.070	0.078
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.444**	**0.452**	**0.486**	**0.494**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) 60% R.T.O.R.

(b) 43% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052)
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: ***2/9/2005***
TIME PERIOD: ***P.M.***
N/S STREET: ***STORKE ROAD***
E/W STREET: ***HOLLISTER AVENUE***
CONTROL TYPE: SIGNAL

REFERENCE #04PM
WITH PHELPS

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	103	680	183	178	528	732	645	344	64	325	651	342
(B) PROJECT	0	0	0	26	0	0	0	13	0	0	49	111
(C) CUMULATIVE	113	884	208	199	669	781	660	331	76	355	625	336

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND LL TT R	SOUTH BOUND LL TT R	EAST BOUND LL TT R	WEST BOUND LL TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	103	103	113	113	0.032	0.032	0.035	0.035
NBT	2	3200	680	680	884	884	0.213 *	0.213 *	0.276 *	0.276 *
NBR *(a)*	1	1600	78	78	89	89	0.049	0.049	0.056	0.056
SBL	2	3200	178	204	199	225	0.056 *	0.064 *	0.062 *	0.070 *
SBT	2	3200	528	528	669	669	0.165	0.165	0.209	0.209
SBR *(b)*	1	1600	343	343	461	461	0.214	0.214	0.288	0.288
EBL	2	3200	645	645	660	660	0.202 *	0.202 *	0.206 *	0.206 *
EBT	2	3200	344	357	331	344	0.108	0.112	0.103	0.108
EBR *(c)*	1	1600	30	30	36	36	0.019	0.019	0.023	0.023
WBL	2	3200	325	325	355	355	0.102	0.102	0.111	0.111
WBT	2	3200	651	700	625	674	0.203 *	0.219 *	0.195 *	0.211 *
WBR *(d)*	1	1600	234	310	236	334	0.146	0.194	0.148	0.209
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.774**	**0.798**	**0.839**	**0.863**
		LEVEL OF SERVICE:					**C**	**C**	**D**	**D**

NOTES:

(a) 57% R.T.O.R.
(b) 53% R.T.O.R.
(c) 53% R.T.O.R.
(d) 32% R.T.O.R.

04/10/06

CABRILLO BUSINESS PARK (ATE #04052)
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: ***2/9/2005***
TIME PERIOD: ***P.M.***
N/S STREET: ***STORKE ROAD***
E/W STREET: ***PHELPS ROAD***
CONTROL TYPE: SIGNAL

REFERENCE #06PM
WITH PHELPS

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	61	643	11	58	592	106	73	9	63	12	6	44
(B) PROJECT	0	0	4	0	0	0	0	2	0	17	11	0
(C) CUMULATIVE	41	726	15	77	791	92	80	33	76	51	213	173

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T TR	L T TR	L TR	LTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	61	61	41	41	0.038 *	0.038 *	0.026 *	0.026 *
NBT	2	3200	643	643	726	726	0.204	0.205	0.231	0.232
NBR *(a)*	0	0	10	14	14	17	0.000	0.000	0.000	0.000
SBL	1	1600	58	58	77	77	0.036	0.036	0.048	0.048
SBT	2	3200	592	592	791	791	0.211 *	0.211 *	0.270 *	0.270 *
SBR *(b)*	0	0	84	84	73	73	0.000	0.000	0.000	0.000
EBL	1	1600	73	73	80	80	0.046 *	0.046 *	0.050 *	0.050 *
EBT	1	1600	9	11	33	35	0.019	0.020	0.036	0.038
EBR *(c)*	0	0	21	21	25	25	0.000	0.000	0.000	0.000
WBL	0	0	12	29	51	68	0.000	0.000	0.000	0.000
WBT	1	1600	6	17	213	224	0.026 *	0.044 *	0.224 *	0.241 *
WBR *(d)*	0	0	24	24	94	94	0.000	0.000	0.000	0.000
LOST TIME:							0.10 * --	0.10 * --	0.10 *	0.10 * --
INTERSECTION CAPACITY UTILIZATION:							**0.421**	**0.439**	**0.670**	**0.687**
LEVEL OF SERVICE:							**A**	**A**	**B**	**B**

NOTES:

(a) 9% R.T.O.R.
(b) 21% R.T.O.R.
(c) 67% R.T.O.R.
(d) 45% R.T.O.R.

04/13/06

CABRILLO BUSINESS PARK (ATE #04052)
INTERSECTION CAPACITY UTILIZATION WORKSHEET
COUNT DATE: ***2/9/2005***
TIME PERIOD: ***P.M.***
N/S STREET: ***STORKE ROAD***
E/W STREET: ***EL COLEGIO***
CONTROL TYPE: SIGNAL

REFERENCE #07PM
WITH PHELPS

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	132	44	587	73	0	0	0	0	96	0	699
(B) PROJECT	0	0	0	5	0	0	0	0	0	0	0	1
(C) CUMULATIVE	0	135	45	644	82	0	0	0	0	96	0	692

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	T R	LL T		L RR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	1	1600	132	132	135	135	0.083 *	0.083 *	0.084 *	0.084 *
NBR	1	1600	44	44	45	45	0.028	0.028	0.028	0.028
SBL	2	3200	587	592	644	649	0.183 *	0.185 *	0.201 *	0.203 *
SBT	1	1600	73	73	82	82	0.046	0.046	0.051	0.051
SBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	1	1600	96	96	96	96	0.060 *	0.060 *	0.060 *	0.060 *
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR *(a)*	2	3200	699	700	692	693	0.218	0.219	0.216	0.217
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.426**	**0.428**	**0.445**	**0.447**
		LEVEL OF SERVICE:					**A**	**A**	**A**	**A**

NOTES:

(a) NOT CRITICAL DUE TO OVERLAP

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #08PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS**

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***COROMAR DRIVE-CABRILLO PARK DRIVE***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL **MITIGATED WITH SIGNALS**

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	0	5	9	0	50	9	677	1	4	1014	15
(B) PROJECT	137	0	272	0	0	0	0	22	31	65	13	0
(C) CUMULATIVE	0	0	5	47	0	62	10	659	1	4	1092	27

GEOMETRICS

GEOMETRICS	NORTH BOUND L TR	SOUTH BOUND L TR	EAST BOUND L T TR	WEST BOUND L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	0	137	0	137	0.000	0.086	0.000	0.086
NBT	1	1600	0	0	0	0	0.003	0.173 *	0.003	0.173 *
NBR *(a)*	0	0	5	277	5	277	0.000	0.000	0.000	0.000
SBL	1	1600	9	9	47	47	0.006	0.006 *	0.029	0.029 *
SBT	1	1600	0	0	0	0	0.031 *	0.031	0.039 *	0.039
SBR *(b)*	0	0	50	50	62	62	0.000	0.000	0.000	0.000
EBL	1	1600	9	9	10	10	0.006 *	0.006 *	0.006 *	0.006 *
EBT	2	3200	677	699	659	681	0.212	0.228	0.206	0.223
EBR *(c)*	0	0	1	32	1	32	0.000	0.000	0.000	0.000
WBL	1	1600	4	69	4	69	0.003	0.043	0.003	0.043
WBT	2	3200	1014	1027	1092	1105	0.322 *	0.326 *	0.350 *	0.354 *
WBR *(d)*	0	0	15	15	27	27	0.000	0.000	0.000	0.000
LOST TIME:							0.10 * --	0.10 * --	0.10 *	0.10 * --
INTERSECTION CAPACITY UTILIZATION:							**0.459**	**0.611**	**0.495**	**0.662**
LEVEL OF SERVICE:							**A**	**B**	**A**	**B**

NOTES:

(a)

(b)

(c)

(d)

04/10/06

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE W/PHELPS*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description *CABRILLO BUSINESS PARK*

East/West Street: *HOLLISTER AVE.* | North/South Street: *COROMAR DR.*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*659*	*1*	*4*	*1092*	*27*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*10*	*659*	*1*	*4*	*1092*	*27*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*	*5*	*47*	*0*	*62*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*0*	*0*	*5*	*47*	*0*	*62*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*10*	*4*	*0*		*5*	*47*		*62*
Capacity, c_m (vph)	*608*	*911*			*660*	*86*		*467*
v/c ratio	*0.02*	*0.00*			*0.01*	*0.55*		*0.13*
Queue length (95%)	*0.05*	*0.01*			*0.02*	*3.12*		*0.46*
Control Delay (s/veh)	*11.0*	*9.0*			*10.5*	*94.5*		*13.9*
LOS	*B*	*A*			*B*	*F*		*B*
Approach delay (s/veh)	--	--				*48.7*		
Approach LOS	--	--				*E*		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*HOLLISTER/COROMAR*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE+PROJECT W/PHELPS*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description	*CABRILLO BUSINESS PARK*
East/West Street: *HOLLISTER AVE.*	North/South Street: *COROMAR DR.*
Intersection Orientation: *East-West*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*681*	*32*	*69*	*1105*	*27*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*10*	*681*	*32*	*69*	*1105*	*27*
Proportion of heavy vehicles, P_{HV}	*4*	--	--	*4*	--	--
Median type	*Undivided*					
RT Channelized?			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*137*	*0*	*277*	*47*	*0*	*62*
Peak-hour factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate (veh/h)	*137*	*0*	*277*	*47*	*0*	*62*
Proportion of heavy vehicles, P_{HV}	*4*	*4*	*4*	*4*	*4*	*4*
Percent grade (%)		*0*			*0*	
Flared approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized?			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*1*
Configuration	*LT*		*R*	*LT*		*R*

Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*	*LT*		*R*	*LT*		*R*
Volume, v (vph)	*10*	*69*	*137*		*277*	*47*		*62*
Capacity, c_m (vph)	*602*	*870*	*78*		*635*	*36*		*462*
v/c ratio	*0.02*	*0.08*	*1.76*		*0.44*	*1.31*		*0.13*
Queue length (95%)	*0.05*	*0.26*	*35.32*		*2.29*	*11.59*		*0.46*
Control Delay (s/veh)	*11.1*	*9.5*	*1513*		*15.0*	*937.3*		*14.0*
LOS	*B*	*A*	*F*		*C*	*F*		*B*
Approach delay (s/veh)	--	--	*510.6*			*412.1*		
Approach LOS	--	--	*F*			*F*		

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #12PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS**

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***HOLLISTER AVENUE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	229	576	123	64	548	141	153	402	128	206	662	42
(B) PROJECT	19	55	11	0	14	52	219	44	30	2	11	0
(C) CUMULATIVE	91	640	131	78	672	175	173	462	95	216	701	55

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TT R	L TT R	LL T TR	L T TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	229	248	91	110	0.143 *	0.155 *	0.057 *	0.069 *
NBT	2	3200	576	631	640	695	0.180	0.197	0.200	0.217
NBR *(a)*	1	1600	68	74	72	78	0.043	0.046	0.045	0.049
SBL	1	1600	64	64	78	78	0.040	0.040	0.049	0.049
SBT	2	3200	548	562	672	686	0.171 *	0.176 *	0.210 *	0.214 *
SBR *(b)*	1	1600	65	7	89	31	0.041	0.004	0.056	0.019
EBL	2	3200	153	372	173	392	0.048	0.116 *	0.054	0.123 *
EBT	2	3200	402	446	462	506	0.148 *	0.168	0.161 *	0.180
EBR *(c)*	0	0	73	90	54	71	0.000	0.000	0.000	0.000
WBL	1	1600	206	208	216	218	0.129 *	0.130	0.135 *	0.136
WBT	2	3200	662	673	701	712	0.213	0.216 *	0.227	0.230 *
WBR *(d)*	0	0	18	18	24	24	0.000	0.000	0.000	0.000
LOST TIME:							0.10 * --	0.10 * --	0.10 *	0.10 * --
INTERSECTION CAPACITY UTILIZATION:							**0.691**	**0.763**	**0.663**	**0.736**
LEVEL OF SERVICE:							**B**	**C**	**B**	**C**

NOTES:

(a) 45% R.T.O.R.
(b) 40% R.T.O.R., OVERLAP
(c) 43% R.T.O.R.
(d) 57% R.T.O.R.

05/08/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #13PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS**

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD*** ***MITIGATED WITH SIGNAL***

E/W STREET: ***CABRILLO PARK DRIVE***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	0	928	0	0	883	0	0	0	0	0	0	0
(B) PROJECT	3	10	0	0	27	19	75	0	6	0	0	0
(C) CUMULATIVE	0	866	0	0	976	0	0	0	0	0	0	0

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L T	T R	L R	

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	0	3	0	3	0.000	0.002	0.000	0.002 *
NBT	1	1600	928	938	866	876	0.580 *	0.586 *	0.541 *	0.548
NBR *(b)*	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBT	1	1600	883	910	976	1003	0.552	0.569	0.610	0.627 *
SBR *(c)*	1	1600	0	19	0	19	0.000	0.012	0.000	0.012
EBL	1	1600	0	75	0	75	0.000	0.047 *	0.000 *	0.047 *
EBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
EBR *(d)*	1	1600	0	6	0	6	0.000	0.004	0.000	0.004
WBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBR *(e)*	0	0	0	0	0	0	0.000	0.000	0.000	0.000
LOST TIME:							0.10 * --	0.10 * --	0.10 *	0.10 * --
INTERSECTION CAPACITY UTILIZATION:							**0.680**	**0.733**	**0.641**	**0.776**
LEVEL OF SERVICE:							**B**	**C**	**B**	**C**

NOTES:

04/10/06

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE W/PHELPS*
Analysis Time Period	*P.M. PEAK HOUR*		
Project Description	*CABRILLO BUSINESS PARK*		
East/West Street:	*CPB DWY*	North/South Street:	*LOS CARNEROS*
Intersection Orientation:	*North-South*	Study Period (hrs):	*1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*0*	*866*	*0*	*0*	*976*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*866*	*0*	*0*	*976*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*T*			*T*	
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*0*	*0*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration						

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration								
v (vph)								
C (m) (vph)								
v/c								
95% queue length								
Control Delay								
LOS								
Approach Delay	--	--						
Approach LOS	--	--						

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JUSTIN LINK*	Intersection	*LOS CARNEROS/CBP DWY*
Agency/Co.	*ATE*	Jurisdiction	*GOLETA*
Date Performed	*4/1/2005*	Analysis Year	*CUMULATIVE+PROJECT W/PHELPS*
Analysis Time Period	*P.M. PEAK HOUR*		

Project Description	*CABRILLO BUSINESS PARK*
East/West Street: *CPB DWY*	North/South Street: *LOS CARNEROS*
Intersection Orientation: *North-South*	Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*3*	*876*	*0*	*0*	*1003*	*19*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*3*	*876*	*0*	*0*	*1003*	*19*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*0*	*0*	*0*	*75*	*0*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*0*	*0*	*0*	*75*	*0*	*6*
Percent Heavy Vehicles	*4*	*0*	*0*	*4*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (vph)	*3*					*75*		*6*
C (m) (vph)	*671*					*77*		*297*
v/c	*0.00*					*0.97*		*0.02*
95% queue length	*0.01*					*10.12*		*0.06*
Control Delay	*10.4*					*315.6*		*17.4*
LOS	*B*					*F*		*C*
Approach Delay	--	--				*293.5*		
Approach LOS	--	--				*F*		

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #14PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS**

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***MESA ROAD*** *(SPLIT PHASED)*

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	22	551	31	117	701	35	35	8	22	69	20	336
(B) PROJECT	0	7	0	0	27	6	6	0	0	0	0	0
(C) CUMULATIVE	51	627	27	135	770	47	24	62	16	69	265	210

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND L TR	SOUTH BOUND L TR	EAST BOUND L TR	WEST BOUND L TR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	22	22	51	51	0.014 *	0.014 *	0.032 *	0.032 *
NBT	1	1600	551	558	627	634	0.362	0.366	0.407	0.411
NBR *(a)*	0	0	28	28	24	24	0.000	0.000	0.000	0.000
SBL	1	1600	117	117	135	135	0.073	0.073	0.084	0.084
SBT	1	1600	701	728	770	797	0.456 *	0.476 *	0.506 *	0.526 *
SBR *(b)*	0	0	29	34	39	44	0.000	0.000	0.000	0.000
EBL	0	0	35	41	24	30	0.000	0.000	0.000	0.000
EBT	1	1600	8	8	62	62	0.027 *	0.031 *	0.054 *	0.058 *
EBR *(c)*	1	1600	15	15	11	11	0.009	0.009	0.007	0.007
WBL	0	0	69	69	69	69	0.000	0.000	0.000	0.000
WBT	1	1600	20	20	265	265	0.056	0.056	0.209 *	0.209 *
WBR *(d)*	1	1600	165	165	103	103	0.103 *	0.103 *	0.064	0.064
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.700**	**0.724**	**0.901**	**0.925**
		LEVEL OF SERVICE:					**B**	**C**	**D**	**E**

NOTES:

(a) *10% R.T.O.R.*
(b) *17% R.T.O.R.*
(c) *32% R.T.O.R.*
(d) *51% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #15PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS**

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***EL COLEGIO ROAD***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	0	0	415	6	368	282	450	0	2	485	329
(B) PROJECT	0	0	0	18	0	9	2	0	0	0	0	5
(C) CUMULATIVE	0	0	0	479	6	357	282	471	0	2	474	401

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND L R	EAST BOUND L T	WEST BOUND T R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	1	1600	415	433	479	497	0.259 *	0.271 *	0.299 *	0.311 *
SBT	0	0	6	6	6	6	0.000	0.000	0.000	0.000
SBR *(a)*	1	1600	241	247	233	239	0.151	0.154	0.146	0.149
EBL	1	1600	282	284	282	284	0.176 *	0.178 *	0.176 *	0.178 *
EBT	1	1600	450	450	471	471	0.281	0.281	0.294	0.294
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	0	0	2	2	2	2	0.000	0.000	0.000	0.000
WBT	1	1600	485	485	474	474	0.304 *	0.304 *	0.298 *	0.298 *
WBR *(b)*	1	1600	182	185	222	225	0.114	0.116	0.139	0.141
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.839**	**0.853**	**0.873**	**0.887**
		LEVEL OF SERVICE:					**D**	**D**	**D**	**D**

NOTES:

(a) *35% R.T.O.R.*

(b) *45% R.T.O.R.*

04/10/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #04PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS MITIGATED**

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***HOLLISTER AVENUE*** ***TRIPLE EB LEFT TURN LANES***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	103	680	183	178	528	732	645	344	64	325	651	342
(B) PROJECT	0	0	0	26	0	0	0	13	0	0	49	111
(C) CUMULATIVE	113	884	208	199	669	781	660	331	76	355	625	336

GEOMETRICS

EXISTING GEOMETRICS	NORTH BOUND LL TT R	SOUTH BOUND LL TT R	EAST BOUND LL TT R	WEST BOUND LL TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	103	103	113	113	0.032	0.032	0.035	0.035
NBT	2	3200	680	680	884	884	0.213 *	0.213 *	0.276 *	0.276 *
NBR *(a)*	1	1600	78	78	89	89	0.049	0.049	0.056	0.056
SBL	2	3200	178	204	199	225	0.056 *	0.064 *	0.062 *	0.070 *
SBT	2	3200	528	528	669	669	0.165	0.165	0.209	0.209
SBR *(b)*	1	1600	343	343	451	451	0.214	0.214	0.282	0.282
EBL	3	4800	645	645	660	660	0.134 *	0.134 *	0.138 *	0.138 *
EBT	2	3200	344	357	331	344	0.108	0.112	0.103	0.108
EBR *(c)*	1	1600	30	30	36	36	0.019	0.019	0.023	0.023
WBL	2	3200	325	325	355	355	0.102	0.102	0.111	0.111
WBT	2	3200	651	700	625	674	0.203 *	0.219 *	0.195 *	0.211 *
WBR *(d)*	1	1600	234	310	236	334	0.146	0.194	0.148	0.209
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.706**	**0.730**	**0.771**	**0.795**
		LEVEL OF SERVICE:					**C**	**C**	**C**	**C**

NOTES:

(a) *57% R.T.O.R.*
(b) *53% R.T.O.R.*
(c) *53% R.T.O.R.*
(d) *32% R.T.O.R.*

04/11/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #04PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS MITIGATED**

COUNT DATE: ***2/9/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***STORKE ROAD***

E/W STREET: ***HOLLISTER AVENUE*** ***SB AND WB FREE RIGHT TURN LANES***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	103	680	183	178	528	732	645	344	64	325	651	342
(B) PROJECT	0	0	0	26	0	0	0	13	0	0	49	111
(C) CUMULATIVE	113	884	208	199	669	781	660	331	76	355	625	336

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	LL TT R	LL TT R	LL TT R	LL TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	2	3200	103	103	113	113	0.032	0.032	0.035	0.035
NBT	2	3200	680	680	884	884	0.213 *	0.213 *	0.276 *	0.276 *
NBR *(a)*	1	1600	78	78	89	89	0.049	0.049	0.056	0.056
SBL	2	3200	178	204	199	225	0.056 *	0.064 *	0.062 *	0.070 *
SBT	2	3200	528	528	669	669	0.165	0.165	0.209	0.209
SBR *(b)*	1	1600	343	343	451	451	0.214	0.214	0.282	0.282
EBL	2	3200	645	645	660	660	0.202 *	0.202 *	0.206 *	0.206 *
EBT	2	3200	344	357	331	344	0.108	0.112	0.103	0.108
EBR *(c)*	1	1600	30	30	36	36	0.019	0.019	0.023	0.023
WBL	2	3200	325	325	355	355	0.102	0.102	0.111	0.111
WBT	3	4800	651	700	625	674	0.136 *	0.146 *	0.130 *	0.140 *
WBR *(d)*	1	1600	234	310	236	334	0.146	0.194	0.148	0.209
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.707**	**0.725**	**0.774**	**0.792**
		LEVEL OF SERVICE:					**C**	**C**	**C**	**C**

NOTES:

(a) *57% R.T.O.R.*

(b) *53% R.T.O.R., NOT CRITICAL DUE TO FREE RIGHT*

(c) *53% R.T.O.R.*

(d) *32% R.T.O.R., NOT CRITICAL DUE TO FREE RIGHT*

04/11/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #14PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **WITH PHELPS MITIGATED**

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***MESA ROAD*** *(SPLIT PHASED)* ***RIGHT TURN LANES AT ALL FOUR APPROACHES (DUAL NB AND SB THROUGH LANES)***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING	22	551	31	117	701	35	35	8	22	69	20	336
(B) PROJECT	0	7	0	0	27	6	6	0	0	0	0	0
(C) CUMULATIVE	51	627	27	135	770	47	24	62	16	69	265	210

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS	L TR	L TR	LT R	LT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	22	22	51	51	0.014	0.014	0.032	0.032 *
NBT	1	1600	551	558	627	634	0.344 *	0.349 *	0.392 *	0.396
NBR *(a)*	1	1600	28	28	24	24	0.018	0.018	0.015	0.015
SBL	1	1600	117	117	135	135	0.073 *	0.073 *	0.084 *	0.084
SBT	1	1600	701	728	770	797	0.438	0.455	0.481	0.498 *
SBR *(b)*	1	1600	29	34	39	44	0.018	0.021	0.024	0.028
EBL	0	0	35	41	24	30	0.000	0.000	0.000	0.000
EBT	1	1600	8	8	62	62	0.027 *	0.031 *	0.054 *	0.058 *
EBR *(c)*	1	1600	15	15	11	11	0.009	0.009	0.007	0.007
WBL	0	0	69	69	69	69	0.000	0.000	0.000	0.000
WBT	1	1600	20	20	265	265	0.056	0.056	0.209 *	0.209 *
WBR *(d*	1	1600	165	165	103	103	0.103 *	0.103 *	0.064	0.064
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.647**	**0.656**	**0.839**	**0.897**
		LEVEL OF SERVICE:					**B**	**B**	**D**	**D**

NOTES:

(a) *10% R.T.O.R.*
(b) *17% R.T.O.R.*
(c) *32% R.T.O.R.*
(d) *51% R.T.O.R.*

04/11/06

CABRILLO BUSINESS PARK (ATE #04052) **REFERENCE #15PM**

INTERSECTION CAPACITY UTILIZATION WORKSHEET **MITIGATED**

COUNT DATE: ***2/10/2005***

TIME PERIOD: ***P.M.***

N/S STREET: ***LOS CARNEROS ROAD***

E/W STREET: ***EL COLEGIO ROAD*** ***DOUBLE WB AND EB THROUGH LANES***

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING	0	0	0	415	6	368	282	450	0	2	485	329
(B) PROJECT	0	0	0	18	0	9	2	0	0	0	0	5
(C) CUMULATIVE	0	0	0	463	6	392	283	487	0	2	514	352

GEOMETRICS

	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
EXISTING GEOMETRICS		L R	L TT	TT R

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
SCENARIO 2: EXISTING+PROJECT (A+B)
SCENARIO 3: CUMULATIVE (C)
SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBT	0	0	0	0	0	0	0.000	0.000	0.000	0.000
NBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
SBL	1	1600	415	433	463	481	0.259 *	0.271 *	0.289 *	0.301 *
SBT	0	0	6	6	6	6	0.000	0.000	0.000	0.000
SBR *(a)*	1	1600	241	247	256	262	0.151	0.154	0.160	0.164
EBL	1	1600	282	284	283	285	0.176 *	0.178 *	0.177 *	0.178 *
EBT	2	3200	450	450	487	487	0.141	0.141	0.152	0.152
EBR	0	0	0	0	0	0	0.000	0.000	0.000	0.000
WBL	0	0	2	2	2	2	0.000	0.000	0.000	0.000
WBT	2	3200	485	485	514	514	0.152 *	0.152 *	0.161 *	0.161 *
WBR *(b)*	1	1600	182	185	195	197	0.114	0.116	0.122	0.123
		LOST TIME:					0.10 * --	0.10 * --	0.10 *	0.10 * --
		INTERSECTION CAPACITY UTILIZATION:					**0.687**	**0.701**	**0.727**	**0.740**
		LEVEL OF SERVICE:					**B**	**B**	**C**	**C**

NOTES:

(a) *35% R.T.O.R.*

(b) *45% R.T.O.R.*

04/11/06

Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for four hours.

APPROACH LANES	One	2 or More				Hour
Both Approaches - Major Street						
Highest Approaches - Minor Street						

*All plotted points fall above the curves in MUTCD Figure 4C-1 or 4C-2. Yes ☐ No ☐

WARRANT 3 - Peak Hour **PART A or PART B SATISFIED YES ☐ NO ☐**

PART A **SATISFIED YES ☐ NO ☑**

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceedds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND — Yes ☑ No ☐
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND — Yes ☐ No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaoches. — Yes ☑ No ☐

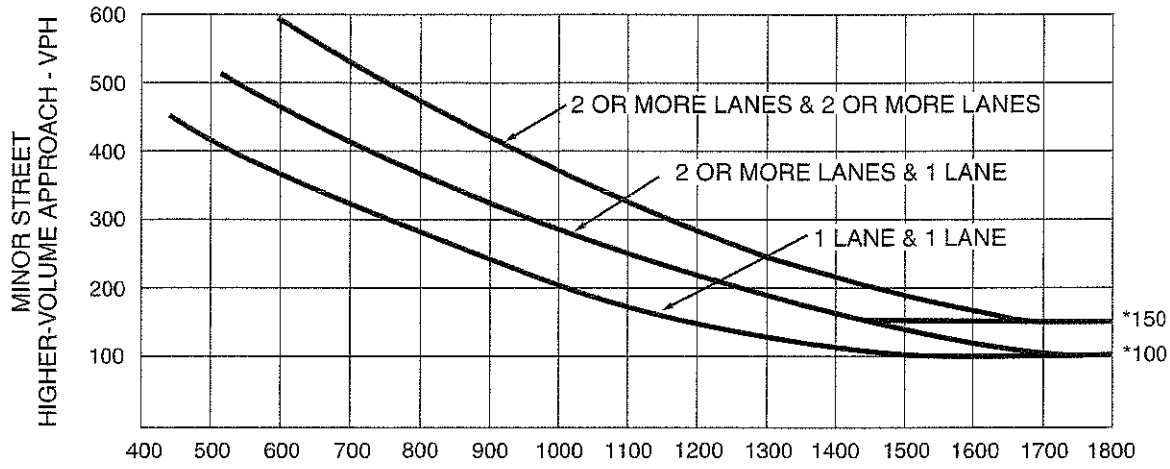
PART B **SATISFIED YES ☑ NO ☐**

APPROACH LANES	One	2 or More				Hour
Both Approaches - Major Street	✓		1856			
Highest Approaches - Minor Street		✓	82			

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.

LOS CARNEROS / CABRILLO PARK

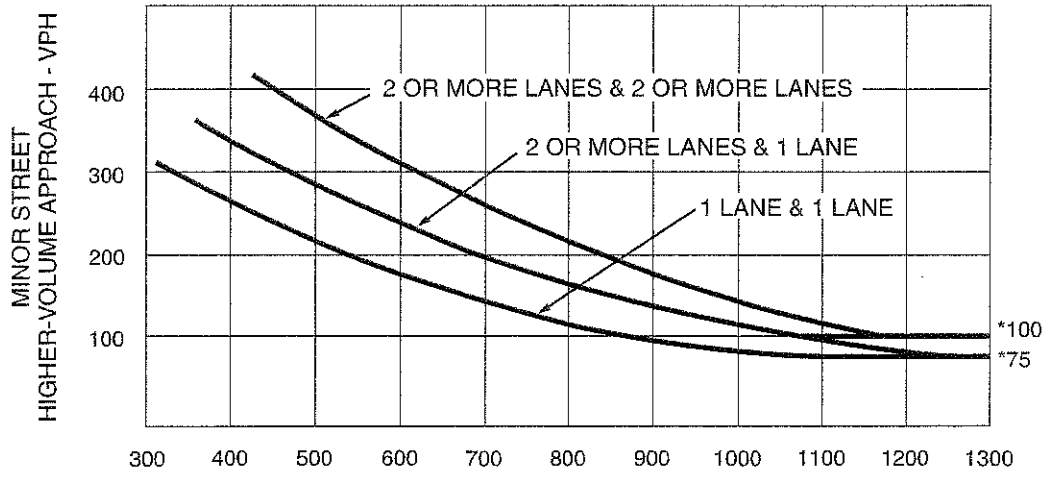
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for four hours.

APPROACH LANES	One	2 or More				Hour
Both Approaches - Major Street						
Highest Approaches - Minor Street						

*All plotted points fall above the curves in MUTCD Figure 4C-1 or 4C-2. Yes ☐ No ☐

WARRANT 3 - Peak Hour **PART A or PART B SATISFIED YES ☐ NO ☐**

PART A **SATISFIED YES ☑ NO ☐**

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceedds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND — Yes ☑ No ☐
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND — Yes ☑ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaoches. — Yes ☑ No ☐

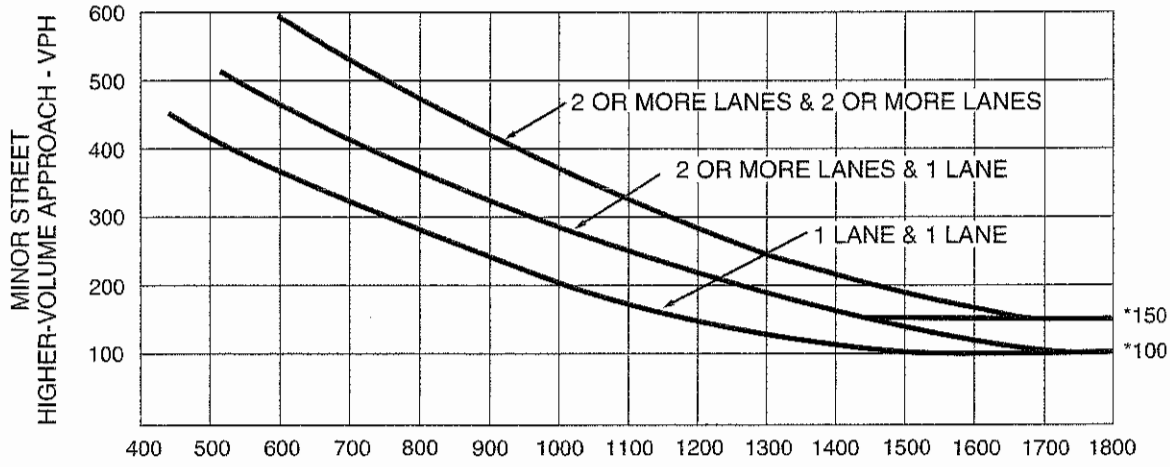
PART B **SATISFIED YES ☑ NO ☐**

APPROACH LANES	One	2 or More				Hour
Both Approaches - Major Street		✓	1851			
Highest Approaches - Minor Street		✓	416			

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.

HOLLISTER / CORONAR - CABRILLO PARK

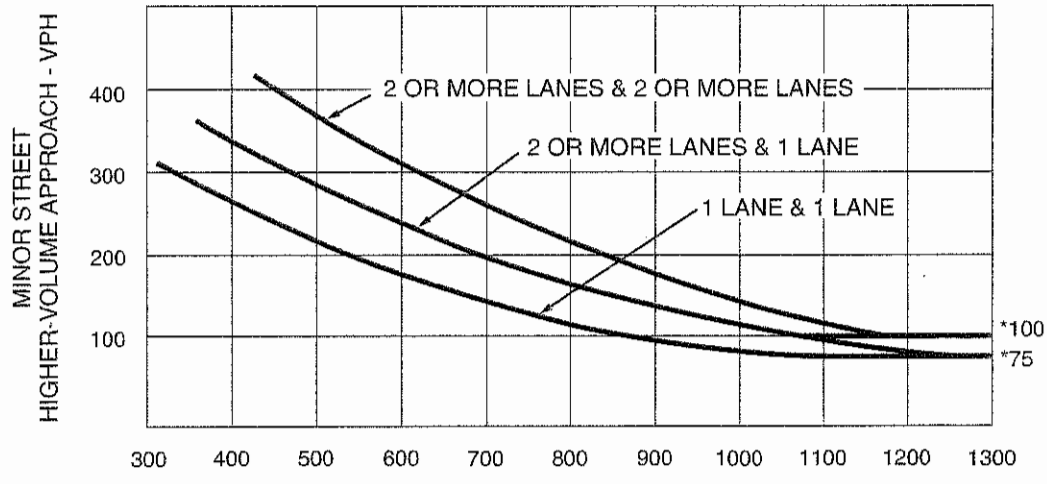
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.