# Appendix G Transportation and Circulation Technical Analysis

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

A.M.

N/S STREET: MARKETPLACE DRIVE E/W STREET: HOLLISTER AVENUE

ONTROL	TYPE:	SIGNAL

	TRAFFIC VOLUME SUMMARY														
		NOR	TH BO	UND	SOU	TH BO	סאנ	E	AST BO	JND	WE	EST BOUN	ID		
VOL	UMES	<u>L</u>	Т	R	L.	Т	R	L	T	R	L	Ţ	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	O		

GEOMETRICS	
NORTH BOUND SOUTH BOUND EAST BOUND EXISTING GEOMETRICS L R TT 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-	# OF	CAPACITY		<u>sc</u>	CENARI	O VOLUMES			SCENARIO	V/C RATIO	<u>s</u>			
MENTS	LANES		1	2	3	4	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	O	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				
			0.10 *	0.10 *	0.10 *	0.10 *								
			OF SER		ITY UT	ILIZATION:	0.433 A	0.449 A	0.446 A	0.463 A				

### NOTES:

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

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

05/08/06

REFERENCE #01AM

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													
NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND														
VOL	UMES	L	Т	R	L	Т	R	L	Т	R	L	Т	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 LL T TR

SOUTH BOUND L T TR

EAST BOUND L TR R

WEST BOUND

REFERENCE #02AM

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-	# OF	CAPACITY	ļ	<u>sc</u>	ENARIO	O VOLUMES			SCENARIO	V/C RATIO	<u>s</u>			
MENTS	LANES		1	2	3	4	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	o	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	O	128	128	130	130	0.000	0.000	0.000	0.000				
				0.10 *	0.10 *	0.10 *	0.10 *							
		INTERS LEVEL			ITY UTI	LIZATION:	0.694 B	0.700 B	0.705 C	0.711 C				

### NOTES:

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

REFERENCE #03AM

### CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

A.M.

N/S STREET:

STORKE ROAD U.S. 101 SB RAMPS

E/W STREET: CONTROL TYPE: SIGNAL

	TRAFFIC VOLUME SUMMARY													
		NOF	RTH BO	UND	SOL	JTH BO	JND	EA	ST BO	UND	WE	ST BOUN	ID	
VOL	UMES	L	Т	R	L.	Т	R	L	Т	R	L	Т	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													
EXISTING GEOMETRICS	NORTH BOUND TT R	SOUTH BOUND LL TT	EAST BOUND LT 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~	# OF	CAPACITY		<u>sc</u>	ENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>s</u>			
MENTS	LANES	****	1	2	3	4	11	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	o	0	0	0	0	0.000	0.000	0.000	0.000				
EBL	0	o	18	18	20	20	0.000	0.000	0.000	0.000				
EBT	1 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 T	IME:			0.10 *	0.10 *	0.10 *	0.10 *				
	INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.717 C	0.784 C	0.795 C				

### NOTES:

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

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

REFERENCE #04AM

### 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: CONTROL TYPE: SIGNAL

STORKE ROAD
<b>HOLLISTER AVENUE</b>

	TRAFFIC VOLUME SUMMARY														
NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND															
VOL	UMES	L.	Т	R	L	T	R	L	Т	R	L	T	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)

			LEVE	OF SE	ERVICE	CALCULATIONS					
MOVE-	# OF	CAPACITY		<u>sc</u>	ENARIO	OVOLUMES			SCENARIO	V/C RATIOS	
MENTS	LANES		11	2	3	4	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	IME:			0.10 *	0.10 * 	0.10 *	0.10 *	
			SECTION OF SER		ITU YTI	LIZATION:	0.617 B	0.658 B	0.690 B	0.732 C	

### NOTES:

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

REFERENCE #05AM

### 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:

MARKETPLACE DRIVE

(SPLIT PHASED)

CONTROL TYPE: SIGNAL

			TF	RAFFIC	VOLU	ME SL	IMMAR'	1					
	NOF	TH BO	UND	SOL	ЈТН ВО	UND	E/	AST BO	UND	Wi	ST BOUN	ID	
VOLUMES	L	T	R	L	Т.	R	L	T_	R	L	ТТ	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	1		
	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
EXISTING GEOMETRICS	L T TR	LTTR	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 SE	RVICE	CALCULATION	S ,				
MOVE-	#OF	CAPACITY		<u>sc</u>	CENARIO	O VOLUMES	Ì		SCENARIO	V/C RATIOS	
MENTS	LANES		1	2	3	4	1	2	3	4	
NBL	1 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 T	IME:			0.10 *	0.10 *	0.10 *	0.10 *	11100
			NTERSECTION LEVEL OF SERV		ודט צדו:	LIZATION:	0.365 A	0.367 A	0.391 A	0.393 A	

### NOTES:

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

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

				TF	RAFFIC	VOLU	ME SU	JMMAR)	1					
		NOF	ктн во	UND	SOL	ЈТН ВО	UND	E/	AST BO	UND	WE	ST BOUN	ID.	-
VOL	UMES	L_	T	R	L	Т	R	L	Т	R	L	Т	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			
	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
EXISTING GEOMETRICS	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)

			LEVE	L OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		so	ENARIO	VOLUMES			SCENARIO	V/C RATIOS		
MENTS	LANES		1	2	3	4	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 *	-	l l
EBT	1 1	1600	4	4	4	4	0.029	0.029	0.034	0.034	İ	[
EBR (c)	0	0	43	43	51	51	0.000	0.000	0.000	0.000		i
WBL	0	0	19	19	19	19	0.000	0.00.0	0.000	0.000		
WBT	1	1600	5	5	7	7	0.043 *	0.043 *	0.000	0.044 *		
WBR (d)	0	0	44	44	, 44	44	0.043	0.043	0.000	0.000		
WEK (U)			44	-++	44	44	0.000	0.000	0,000	0.000		
			LOST	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
											ĺ	
					ITY UTI	LIZATION:	0.368	0.380	0.422	0.435		
		LEVEL !	OF SER	VICE;			Α	A	A	A		

### NOTES:

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

04/10/06

REFERENCE #06AM

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

				TI	ZAFFIC	VOLU	ME SI	MMARY	,					
TRAFFIC VOLUME SUMMARY  NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND														
VOL	UMES	L	T_	R_	L	T_	R	L	т_	R	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	86	30	484	55	0	0	0	0	71	0	454	

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

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT(C+B)

			LEVE	OF SE	ERVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>s</u> c	ENARIO	VOLUMES			SCENARIO	V/C RATIOS	3	
MENTS	LANES		1	2	3	4	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	o	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	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
			SECTION OF SER		ITY UTI	LIZATION:	0.345 A	0.346 A	0.349 A	0.350 A		

### NOTES:

(a) NOT CRITICAL DUE TO OVERLAP

04/10/06

REFERENCE #07AM

REFERENCE #08AM

### CABRILLO BUSINESS PARK (ATE #04052)

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

			TF	RAFFIC	VOLU	ME \$U	MMAR	Y					
	NOR	TH BO	UND	SOU	TH BO	UND	E	AST BO	UND	W	EST BOUN	D	
VOLUMES	<u> </u>	Т	R	L	Т	R	L	T	R	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-	#OF	CAPACITY		<u>sc</u>	CENARIO	OVOLUMES			SCENARIO	V/C RATIOS		
MENTS	LANES		11	2	3	4	1	2	3	4		
NBL	1 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 1	1600	7	7	16	16	0.004 *	0.004 *	0.010 *	0.010 *		
SBT	1	1600	0	o	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	О	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		
- 150			LOST	пме:			0.10 *	0.10 *	0.10 *	0.10 *		
		INTERS LEVEL			TU YTI	LIZATION:	0.342 A	0.574 A	0.377 A	0.609 B	ļ	

NOTES:

General Information			Site Inform	aetion		
Analyst Agency/Co. Date Performed Analysis Time Period	JUSTIN LI ATE 4/1/2005 A.M. PEAI		Intersection Jurisdiction Analysis Yea		HOLLISTER/O GOLETA EXISTING	COROMAR
roject Description CABI	RILLO BUSINE	SS PARK				
ast/West Street: HOLLIS	TER AVE.			Street: CORO	MAR DR.	
ntersection Orientation: E	ast-West		Study Period	(hrs): 1.00		
ehicle Volumes and	Adjustmen					
ajor Street		Eastbound			Westbound	T
lovement	1	2	3	4	5	6
	L	T 700	R	L	T	R
olume (veh/h)	33	730	5	12	387	33
eak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
ourly Flow Rate (veh/h)	33	730	5	12	387	33
roportion of heavy	4			4		
ehicles, P <sub>HV</sub>						<u></u>
edian type			,	ivided		
T Channelized?			0			0
anes	1	2	0	1	2	0
						1
configuration		<u> </u>	TR		<i>T</i>	
			TR		<u> </u>	
			TR			
			TR			
			TR			
			TR			
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			TR			
			TR			

	TΜ	VO-WAY STOR	CONTR	OL SUM	IMARY			
General Information			Site I	nformat	ion			
Analyst	JUSTIN L	INK	Interse				TER/CORC	MAR
Agency/Co.	ATE		Jurisdi			GOLETA		DO 1507
Date Performed	4/1/2005	KUOUD	Analys	is Year		EXISTIN	G PLUS P	ROJECT
Analysis Time Period								
Project Description CA East/West Street: HOLL		ESS PARK	North/6	South Chro	et: CORO	440.00		
Intersection Orientation:				Period (hrs		MAR DR.		
Vehicle Volumes an		ite.	Study	enou (ma	3). 1.00			
Major Street	u Aujustinei	Eastbound				Westbo	und	
Movement	1	2	3		4	5	unu	6
	L	T	R		L	Ť		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	4				4			
vehicles, P <sub>HV</sub>	7							
Median type				Undivide	ed			
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	,			Southbo	und	
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		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 <sub>HV</sub>	4	4	4		4	4		4
						<u></u>		
Percent grade (%)		0				0		
Flared approach		N				N		
Storage		0				0		
RT Channelized?			0	w				0
Lanes	0	1	1		0	1	ļ	1
Configuration	LT		R		LT	<u></u>		R
Control Delay, Queue Le						T T		
Approach	EB	WB		Northboun	<del></del>		Southboun	
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 <sub>m</sub> (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	Α	В	F		В	F		A
Approach delay (s/veh)			<u>-</u>	144.7		<u> </u>	45.6	1
Approach LOS				F			E	
, approduit 200						I	<u> </u>	

	TV	VO-WAY STO	P CONTR	OL SUN	MARY			
<b>General Information</b>	1		Site	Informat	tion			
Analyst Agency/Co. Date Performed Analysis Time Period	JUSTIN L ATE 4/1/2005 A.M. PEA	AK HOUR	Juriso	ection liction sis Year		HOLLIST GOLETA CUMULA		OMAR
Project Description CA		ESS PARK	N I a sella f	O	-4. 00004	440.00	******	
East/West Street: HOLL Intersection Orientation:				Period (hr	et: COROA	VAR DR.		
The state of the s			Joiludy	renou (III	s). 1.00			
Vehicle Volumes an	o Atojustinei	The state of the s				Weethe		
Major Street  Movement	1	Eastbound 2	3		4	Westbo	una	6
Wovement		T	R		<u> </u>	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 <sub>HV</sub>	4				4			
Median type				Undivide	ed			
RT Channelized?			0					0
Lanes	1	2	0		1	2		0
Configuration	L	Т	TR		L	T		TR
Upstream Signal		0				0		
Minor Street		Northbound				Southbo	und	
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		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 <sub>HV</sub>	4	4	4		4	4		4
Percent grade (%)		0				0	<del></del>	
Flared approach		N				N		
Storage		0				0		
RT Channelized?			0					0
Lanes	0	1	1		0	1		1
Configuration	LT	<u> </u>	R		LT	<del> </del>		R
Control Delay, Queue Le		Service						
Approach	EB	WB		Northbour	nd		Southboun	q
Movement	1	4	7	8	9	10	11	12
	L		LT	0	$\frac{1}{R}$	LT	1 1	
Lane Configuration		L					1	R
Volume, v (vph)	43	12	2		3	16		7
Capacity, c <sub>m</sub> (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	Α	Α	D		В	С		A
Approach delay (s/veh)				19.5			20.4	
Approach LOS	19.5 20.4 C C							
	L			J				

	TV	VO-WAY STOR	CONTR	OL SU	MMARY			
General Informatio	n		Site I	nforma	ation			
Analyst Agency/Co. Date Performed	JUSTIN L ATE 4/1/2005		Interse Jurisd Analys			GOLETA	TER/CORO	
Analysis Time Period	A.M. PEA							
Project Description CA		ESS PARK				44D DD		
East/West Street: HOL					reet: CORON	MAR DR.		
Intersection Orientation:	NAME OF THE PARTY		JStudy	Period (r	nrs): 1.00			
Vehicle Volumes ar	nd Adjustmer					10/		
Major Street	1	Eastbound	3			Westbox	una	6
Movement		2 T	R		4 L	<u>ј 5</u> Т		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	4				4			
vehicles, P <sub>HV</sub>					4			
Median type				Undivi	ded			
RT Channelized?			0					0
Lanes	1	2	0		1	2		0
Configuration	L	T	TR		L	T		TR
Upstream Signal		0			440.44	0		
Minor Street		Northbound				Southbo	und	
Movement	7		9		10	11		12
	L	T	R		L	T		R
Volume (veh/h)	33	1 1 00	54		16	1.00		8 1.00
Peak-hour factor, PHF Hourly Flow Rate (veh/h)	1.00	1.00	1.00 54		1.00 16	0		8
Proportion of heavy	33		J- <del>1</del>					
vehicles, P <sub>HV</sub>	4	4	4		4	4		4
Percent grade (%)		0				0		
Flared approach		TN				N		
Storage		0				0		
RT Channelized?			0					0
Lanes	0	1	1		0	1		1
Configuration	LT		R		LT			R
Control Delay, Queue L		Service				1		
Approach	EB	WB	and Summer Supplemental State Control of Supplemental Sup	Northbo	und		Southbound	d
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 <sub>m</sub> (vph)	1052	666	30		505	42		747
v/c ratio	0.04	0.44	1.13	<u></u>	0.11	0.38	<u> </u>	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 A	B	F		B	F		A
Approach delay (s/veh)			,	299.3		<u>'</u>	97.4	1
Approach LOS				2.33.3 F			F	
			L		·····			

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/8/2005

TIME PERIOD:

AM

N/S STREET:

LOS CARNEROS RD. US 101 NB RAMPS

E/W STREET:

CONTROL TYPE: SIGNAL

			TR	AFFIC	VOLU	ME SU	MMAR	Y				
and the second s	NOF	TH BO	JND	SOL	ЈТН ВО	UND	EA	ST BO	UND	WE	ST BOUN	ID
UMES	L	Т	R	L	Ţ	R	L	Т	R	L	T	R
EXISTING	40	394	0	0	480	111	0	0	0	782	1	40
PROJECT	0	8	0	0	47	0	0	0	0	256	0	0
CUMULATIVE	44	396	0	0	496	117	0	0	0	930	1	43
	PROJECT	UMES         L           EXISTING         40           PROJECT         0	UMES         L         T           EXISTING         40         394           PROJECT         0         8	NORTH BOUND	NORTH BOUND   SOU UMES	NORTH BOUND   SOUTH BOUNES   L T R L T	NORTH BOUND   SOUTH BOUND	NORTH BOUND   SOUTH BOUND   EA	UMES         L         T         R         L         T         R         L         T           EXISTING         40         394         0         0         480         111         0         0           PROJECT         0         8         0         0         47         0         0         0	NORTH BOUND   SOUTH BOUND   EAST BOUND	NORTH BOUND   SOUTH BOUND   EAST BOUND   WE	NORTH BOUND   SOUTH BOUND   EAST BOUND   WEST BOUND   UMES   L T R L T R L T R L T   L T   EXISTING   40 394 0 0 480 111 0 0 0 782 1   PROJECT   0 8 0 0 47 0 0 0 0 256 0

### GEOMETRICS

GEOMETRICS

NORTH BOUND

SOUTH BOUND

EAST BOUND

WEST BOUND

REFERENCE #09AM

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)

			LEVE	OF SE	ERVICE	CALCULATIONS						
MOVE-	#OF	CAPACITY		SC	ENARIO	VOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	. 4	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)	О	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		
			LOSTT	IME:			0.10 *	0.10 *	0,10 *	0.10 *		
			INTERS			CITY UTILIZATION:	0.547 A	0.642 B	0.603 A	0.698 B		
NOTES:												

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

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

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/8/2005

TIME PERIOD:

CONTROL

AM

LOS CARNEROS ROAD N/S STREET: U.S. 101 SB RAMPS

E/W STREET:

CONTROL TYPE:	SIGNAL													
					AFFIC	VOLUM	ME SI	JMMAR	Y					
		NOF	TH BO	UND	SOL	JTH BOU	JND	EA	AST BO	JUND	WE	ST BOUNI	,D	
VOLUMES		L	T	R	L	Т	R	L	T	R	L	T	R	
(A) EXISTING		0	190	448	77	<b>1</b> 189	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

NORTH BOUND

SOUTH BOUND

EAST BOUND

WEST BOUND

REFERENCE #10AM

**GEOMETRICS** 

T TR

L TT TRAFFIC SCENARIOS

LT R

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT (B+C)

			LEVEL	OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		SC	ENARIO	VOLUMES			SCENARIO	V/C RATIOS	3	
MENTS	LANES		11	2	3	4	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 *	1	
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		
		· PONTANO										
			LOSTT	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
						ITY UTILIZATION:	0.665	0.759	0.674	0.769		
			LEVEL (	OF SER	VICE:		В	С	В	c		
NOTES:								***************************************				

### NOTES:

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

39% R.T.O.R.

REFERENCE #11 AM

### CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

A.M.

LOS CARNEROS ROAD N/S STREET:

E/W STREET: CALLE KORAL

CONTROL TYPE: SIGNAL

				TE	RAFFIC	VOLUI	ME SU	MMARY	′				
		NOF	RTH BO	DND	SOL	JTH BOL	JND	EA	ST BOL	JND	WE	ST BOUN	1D
VOL	UMES	L	Т	R	L	Т	R	L	T	R	L	T	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			
EXISTING GEOMETRICS	NORTH BOUND T TR	SOUTH BOUND L TT	EAST BOUND	WEST BOUND L R	

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT(C+B)

			LEVE	OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY	]	<u>sc</u>	ENARIO	VOLUMES			SCENARIO	V/C RATIO	<u>S</u>	
MENTS	LANES		1	2	3	4	11	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	IME:			0.100 *	0,100 *	0.10 *	0.10 *		
			SECTION OF SER		ודט צדו:	LIZATION:	0.554 A	0.648 B	0.597 A	0.691 B		

### NOTES:

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

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

REFERENCE #12AM

CABRILLO BUSINESS PARK (ATE #04052)

COUNT DATE:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

TIME PERIOD:

2/10/2005

A.M.

N/S STREET: LOS CARNEROS ROAD E/W STREET: HOLLISTER AVENUE

CONTROL TYPE: SIGNAL

			TF	RAFFIC	VOLU	ME SU	IMMAR	Υ				
	NOF	RTH BÖ	UND	SOL	JTH BO	ŲND	E,	AST BO	UND	W	EST BOUN	D
VOLUMES	L	T	R	L	T	R	Ĺ	T	R	L	Т	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												
EXISTING GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND L TT R	EAST BOUND LL 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-	# OF	CAPACITY	ĺ	<u>s</u> (	ENARIO	O VOLUMES			SCENARIO	V/C RATIO	<u>s</u>		
MENTS	LANES		1	2	3	4	1	2	3	4	<del></del>		
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		i	
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	i i		
WBR (d)	0	0	14	14	19	19	0.000	0.000	0.000	0.000			
			LOST	IME:			0.10	0.10 *	0.10 *	0.10 *			
			SECTION OF SER		ודט עדו:	LIZATION:	0.418 A	0.543 A	0.443 A	0.574 A			

### NOTES:

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

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

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

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

05/08/06

REFERENCE #13AM

### 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

	TRAFFIC VOLUME SUMMARY													
		NOF	RTH BOI	UND	SOL	JTH BO	UND	E.A	ST BO	JND	WE	ST BOUN	1D	
VOLU	JMES	L	Т	R	<u>L</u>	Т	R	L	T	R	L	Т	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		
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-	#OF	CAPACITY		<u>s</u> (	CENARIO	VOLUMES			SCENARIO	V/C RATIOS	i			
MENTS	LANES		11	2	3	4	1	22	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	į			
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	IME:			0.10	0.10 *	0.10 *	0.10 *				
		INTERS LEVEL			ITY UTI	LIZATION:	0.358 A	0.474 A	0.501 A	0.518 A				
NOTES.						The second secon	<u></u>							

NOTES:

### TWO-WAY STOP CONTROL SUMMARY General Information Site Information JUSTIN LINK Analyst 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 R Т 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 L Т Т Configuration R Upstream Signal 0 0 Minor Street Westbound Eastbound Movement 7 8 9 10 11 12 L Т R L Ţ 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 4 0 0 0 Percent Grade (%) 0 0 Flared Approach Ν Ν 0 0 Storage RT Channelized 0 0 0 Lanes 0 0 0 0 0 Configuration Delay, Queue Length, and Level of Service Approach NB SB Westbound Eastbound 1 4 Movement 7 8 9 10 11 12 Lane Configuration L 0 v (vph) 991 C (m) (vph) v/c 0.00 95% queue length 0.00 Control Delay 8.6 LOS Α Approach Delay

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

Vehicle Volumes and	Adjustment	3				
Major Street		Northbound			Southbound	
Movement	1	2	3	4	5	6
	L	Τ	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			Und	ivided		
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	Τ			T	R
Upstream Signal		0			0	
Minor Street		Westbound			Eastbound	
Movement	7	8	9	10	11	12
	L	Т	R	L	Т	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 Ser	vice						
Approach	NB	SB		Westbound	d		Eastbound	<b>I</b>
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	Α					С		В
Approach Delay							21.0	
Approach LOS		***					С	

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### 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 Т L R L 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 0 1 0 0 1 Configuration T Т Upstream Signal 0 0 Minor Street Westbound Eastbound Movement 7 8 9 10 11 12 Т R L L Т 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 Ν Ν 0 0 Storage RT Channelized 0 0 0 0 Lanes 0 0 0 0 Configuration Delay, Queue Length, and Level of Service Eastbound Approach NB SB Westbound 1 4 7 Movement 8 9 10 11 12 Lane Configuration v (vph) C (m) (vph) v/c 95% queue length Control Delay LOS Approach Delay Approach LOS

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	TWO	D-WAY STOR	CONTROL S	SUMMARY		
General Information			Site Infor	mation		
Analyst Agency/Co. Date Performed Analysis Time Period Project Description CAE		HOUR	Intersection Jurisdiction Analysis Yea	ar	LOS CARNER GOLETA CUMULATIVE	OS/CBP DWY +PROJECT
East/West Street: CPB D		33 FARK	North/South	Street: LOS CA	RNEROS	
Intersection Orientation:				i (hrs): 1.00	11111100	
Vehicle Volumes and	l Adjustment	5				
Major Street		Northbound			Southbound	
Movement	1	2	3	4	5	6
	L	Т	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			Und	livided		
RT Channelized			0			1 0

0

0

1

0.09

0.28

26.3

D

25.5

D

1

Configuration	L	T				T		R
Upstream Signal		0				0		
Minor Street		Westbound				Eastbou	ınd	
Movement	7	8	9		10	11		12
	L	Т	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 Servi	ce						
Approach	NB	SB	٧	Vestbou	ınd		Eastbound	j
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

Approach LOS Rights Reserved

Approach Delay

95% queue length

Control Delay

HCS2000<sup>TM</sup>

v/c

LOS

Lanes

1

0.01

0.02

9.2

Α

1

0.00

0.01

12.6

В

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

				TF	RAFFIC	VOLU	ME SU	MMAR	1					
		NOF	RTH BO	UND	SOL	тн во	UND	E/	AST BO	UND	WE	ST BOUN	1D	
VOL	UMES	L	T	R	L	Т	R	L	Т	R	L	Т	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 L TR	SOUTH BOUND L TR	EAST BOUND LT R	WEST BOUND LT R	

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT(C+B)

			LEVE	. OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		SC	ENARIO	VOLUMES			SCENARIO	V/C RATIOS	<u>3</u>	
MENTS	LANES		1	2	3	. 4	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	<b>1</b> 1	12	12	0.007	0.007	800.0	800.0		
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 T	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
			OF SER		ITY UTI	LIZATION:	0.579 A	0.598 A	0.648 B	0.667 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

REFERENCE #14AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/10/2005

TIME PERIOD:

A.M.

N/S STREET:

E/W STREET: CONTROL TYPE: SIGNAL

LOS CARNEROS ROAD EL COLEGIO ROAD

				T	RAFFIC	VOLU	ME SU	<b>JMMAR</b>	Υ					
		NC	RTH B	OUND	SOL	JTH BO	UND	E	AST BO	JND	W	EST BOUN	ID	
VOL	UMES	L	Т	R	L	Т	R	L	Т	R	L	Т	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 NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND L R LT T R

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

EXISTING GEOMETRICS

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT(C+B)

	·		LEVE	OF SI	ERVICE	CALCULATIONS						
MOVE-	#OF	CAPACITY		SC	CENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	1	2	3	4		
NBL	0	0	O	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	Walter Street	
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 T	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
	INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:								0.486 A	0.494 A		

### NOTES:

(a) 60% R.T.O.R. (b) 43% R.T.O.R.

04/10/06

REFERENCE #15AM

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

·				TF	RAFFIC	VOLU	ME SU	IMMAR'	Y				
		NOR	TH BO	UND	SOU	тн во	UND	E	AST BO	UND	WE	EST BOUN	ID
VOL	LUMES	L	Т	R	L	T	R	L	T	R	L	T	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			
	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
EXISTING GEOMETRICS	LTTR	LL TT R	LL TT R	LTTR	

### 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-	#OF	CAPACITY		<u>s</u> (	ENARIO	O VOLUMES			SCENARIO	V/C RATIOS	
MENTS	LANES		1	2	3	4	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	i
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 *	
£BT	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	IME:			0.100 *	0.100 *	0.10 *	0.10 *	
NOTES			SECTION OF SER		ITY UTI	LIZATION:	0.587 A	0.610 B	0.651 B	0.673 B	

### NOTES:

- 11% R.T.O.R. (a)
- (b) 11% R.T.O.R., OVERLAP
- 13% R.T.O.R. (c)
- 15% R.T.O.R., OVERLAP

04/10/06

REFERENCE #16AM

REFERENCE #01PM

### CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

P.M.

N/S STREET:

MARKETPLAGE -HOLLISTER AVENUE MARKETPLACE DRIVE

E/W STREET: CONTROL TYPE: SIGNAL

	TRAFFIC VOLUME SUMMARY													
	NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND													
VOL	UMES	L	Т	R	L	T	R	L	Т	R	L	T	R	
(A)	EXISTING	76	n	338	n	Ω	n	0	723	52	385	1080	0	
(A) (B)	PROJECT	n	n	000	0	0	0	0	13	n	0	49	0	
(C)	CUMULATIVE	77	0	348	0	0	0	0	729	57	402	1112	0	

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

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT (C+B)

			LEVE	L OF SI	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>sc</u>	CENARIO	OVOLUMES	ļ		SCENARIO	V/C RATIO	<u> </u>	
MENTS	LANES		1	2	3	4	1	2	3	4		
NBL	1	1600	76	76	77	77	0.048	0.048	0.048	0.048		
NBT	0	C	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 *		
			OF SER		TU YTE	LIZATION:	0.537 A	0.544 A	0.546 A	0.555 A		

### NOTES:

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

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

05/08/06

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

				TF	RAFFIC	VOLU	ME SU	MMARY	<i>'</i>					
NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND														
VOL	UMES	L	Т	R	L	Т	R	L	T	R	L	T	R	
(A)	EXISTING	275	229	214	23	283	8	10	9	336	955	382	108	
(B)	PROJECT	0	16	55	O	4	0	0	0	0	9	0	0	
(C)	CUMULATIVE	280	234	305	25	293	9	11	12	342	1128	406	128	

### GEOMETRICS

EXISTING GEOMETRICS

NORTH BOUND LL T TR

SOUTH BOUND L T TR

EAST BOUND L TR R

WEST BOUND L LT TR

REFERENCE #02PM

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT (C+B)

	· · · · · · · · · · · · · · · · · · ·		LEVE	_ OF S	ERVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>s</u>	CENARIO	OVOLUMES			SCENARIO	V/C RATIO	5	
MENTS	LANES		1	2	3	44	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 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 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	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
			RSECTION L OF SERV		ITU YTI	LIZATION:	0.651 B	0.655 B	0.713 C	0.716 C		
MOTES							أستنسب فيستبط فيته					

### 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.

REFERENCE #03PM

### 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: CONTROL TYPE: SIGNAL

U.S. 101 SB RAMPS

			TF	RAFFIC	VOLUI	ME SU	MMARY	1					
	NOF	RTH BO	UND	SOL	JTH BOU	JND	EA	AST BO	UND	WE	ST BOUN	ID	
VOLUMES		T	R	L	Т	R	L	Т	R	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

EXISTING GEOMETRICS

NORTH BOUND TT R

SOUTH BOUND LL TT

EAST BOUND LT 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)

			LEVE	OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		şc	ENARIO	VOLUMES			SCENARIO	V/C RATIOS	3	
MENTS	LANES		1	2	3	4	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 *		
\$BL	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 *	0.000	0.013	0.003		
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		
		arasananan anakan da matana da	LOST	IME:		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.10 *	0.10 *	0.10 *	0.10 *	· Vivola fillio	
			OF SER		ITY UTI	LIZATION:	0.727 C	0.748 C	0.831 D	0.853 D		

### NOTES:

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

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

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: S	SIGNAL

				TF	RAFFIC	VOLU	ME SU	MMAR'	Y					
		NOR	тн во	UND	SOU	ITH BO	UND	E	AST BOI	UND	WE	ST BOUN	D	
VOL	UMES	L	Т	R	L	T	R	L	T	R	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			
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)

	· · · · · · · · · · · · · · · · · · ·	,	LEVE	L OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>s</u> (	ENARIO	OVOLUMES			SCENARIO	V/C RATIO	S	
MENTS	LANES		11	2	3	4	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 T	IME:			0.100 *	0.100 *	0.10 *	0.10 *		
			SECTION OF SER		ITY UTI	LIZATION:	0.774 C	0.798 C	0.840 D	0.898 D		

### NOTES:

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

REFERENCE #04PM

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

				TF	RAFFIC	VOLU	ME SL	IMMARY	1					
		NOR	TH BO	UND	SOL	ІТН ВО	UND	EA	ST BO	UND	WE	ST BOUN	ID	
VOL	UMES	L	Т	R	L.	T	R	L_	Т	R	L	Т	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 L T TR	SOUTH BOUND L TT R	EAST BOUND L LTR	WEST BOUND LT R	

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT (C+B)

			LEVE	OF SE	RVICE	CALCULATION	S					
MOVE-	# OF	CAPACITY		<u>sc</u>	ENARIO	O VOLUMES			SCENARIO	V/C RATIOS	à	
MENTS	LANES		1	2	3	4	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 *		İ
EBR (c)	0	0	90	90	92	92	0.000	0.000	0.000	0.000		1
WBL	0	0	68	68	73	73	0.000	0.000	0.000	0.000		
WBT	1 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 T	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
			RSECTION EL OF SER		ITY UTI	LIZATION:	0.534 A	0.543 A	0.608 B	0.616 B		
NOTEC:	*****************				***************************************							_

### NOTES:

- 29% R.T.O.R. (a)
- (b) 42% R.T.O.R.
- (c) 23% R.T.O.R.
- (d) 70% R.T.O.R.

04/10/06

REFERENCE #05PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

P.M.

N/S STREET:

STORKE ROAD PHELPS ROAD

E/W STREET: CONTROL TYPE: SIGNAL

						~~~~		MMARY						
		NOF	RTH BO	UND	SOU	JTH BOL	UND	EΑ	AST BOU	JND	WE	EST BOUN	1D	
VOL	UMES	L	T	R	L_	Т	R	L_	Ϋ́	R	L	T	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)

			LEVE	CALCULATIONS								
MOVE-	#OF	CAPACITY		<u>s</u>	ENARIO	VOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	1	2	3	4		
NBL	1 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	O	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	O	21	21	22	22	0.000	0.000	0.000	0.000		
WBL	o	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	IME:			0.10	0.10 *	0.10 *	0.10 *		
			OF SER		ITY UTI	LIZATION:	0.421 A	0.430 A	0.504 A	0.513 A		

### NOTES:

(a) 9% R.T.O.R.

(b) 21% R.T.O.R.

(c) 67% R.T.O.R.

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

04/13/06

REFERENCE #06PM

REFERENCE #07PM

### CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

P.M.

N/S STREET:

E/W STREET:

STORKE ROAD EL COLEGIO

CONTROL TYPE: SIGNAL

	TRAFFIC VOLUME SUMMARY													
NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND														
VOLUMES		L	T	R	L	T	R	L	Т	R	L	т.	R	
(A) EXIST	ING	0	132	44	587	73	0	0	0	0	96	0	699	
(B) PROJ	ECT	0	0	0	5	0	0	0	0	0	0	0	1	
(C) CUML	JLATIVE	0	135	45	647	81	0	0	0	0	96	0	706	

		GEOMETRICS			
	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
EXISTING GEOMETRICS	TR	LLT		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-	# OF	CAPACITY		S	CENARIO	O VOLUMES			SCENARIO	V/C RATIOS	3			
MENTS	LANES		111	2	3	4	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 *				
			NTERSECTION EVEL OF SER		CITY UTI	LIZATION:	0.426 A	0.428 A	0.446 A	0.448 A				

NOTES:

NOT CRITICAL DUE TO OVERLAP

REFERENCE #08PM

CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

N/S STREET:

COROMAR DRIVE-CABRILLO PARK DRIVE HOLLISTER AVENUE

E/W STREET:

CONTROL TYPE: SIGNAL

MITIGATED WITH SIGNALS

TRAFFIC VOLUME SUMMARY												
	NOR	TH BC	DUND	SOU	тн во	UND	E	AST BO	UND	W	EST BOUN	D
VOLUMES	L	Т	R	L	T	R	L	Т	R	Ł	Т	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											
	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND							
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-	# OF	CAPACITY		<u>sc</u>	ENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>S</u>		
MENTS	LANES		1	2	3	4	1	2	3	4			
NBL	1	1600	0	161	0	161	0.000	0.101	0.000	0.101			
NBT	1	1600	О	0	0	0	0.003	0.159 *	0.003	0.159 *			
NBR (a)	0	О	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 *			
	INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.597 A	0.506 A	0.660 B			
NOTES:		and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of t					1.						

NOTES:

04/13/06

	TV	VO-WAY STO	P CONTR	OL S	UMI	MARY				
General Information	1		Site	Inform	natio	on				
Analyst Agency/Co. Date Performed Analysis Time Period	JUSTIN I ATE 4/1/2005 P.M. PEA		Jurisc	ection liction sis Yea	r	yan da da da da da da da da da da da da da	HOLLISTER/COROMAR GOLETA EXISTING			
Project Description CA		ESS PARK								
East/West Street: HOLL						t: CORON	MAR DR.			
Intersection Orientation:	ENGAPERA DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA CONTRACTOR DE LA 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Vehicle Volumes an	d Adjustmei									
Major Street		Eastbound				Westbo	und		· · · · · · · · · · · · · · · · · · ·	
Movement	1	2 T	3	- 3 R		4	5 T		6	
Volume (veh/h)	9	677	1 1				1014		<u>R</u> 15	
Peak-hour factor, PHF	1.00	1.00	1.00	2		1.00	1.00	-+	1.0	
Hourly Flow Rate (veh/h)		677	1.00			4	1014		15	
Proportion of heavy										
vehicles, P <sub>HV</sub>	4	-	-			4		-		
Median type		<b>!</b>	L	Undi	vided	l ded				
RT Channelized?			0				1		0	
Lanes	1	2	0			1	2		0	
Configuration			TR	TR		L	T		TR	<i>,</i>
Upstream Signal							0			
Minor Street		Northbound					Southbo	und		
Movement	7	8	9			10	11		12	)
	L L	Т	R			L	Т		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	4	4	4			4	4		4	
vehicles, P <sub>HV</sub>		-								
Percent grade (%)		0	1				0			
Flared approach		N					N			
Storage		0					0			
RT Channelized?			0						0	
Lanes	0	1	1			0	1		1	
Configuration	LT		<u>  R</u>			LT			R	
Control Delay, Queue Le										
Approach	EB	WB		Northb	ound			Southbo	ound	
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 <sub>m</sub> (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	<b></b>		13.0
LOS	B	A				B	E E			B
Approach delay (s/veh)	17.9					٠				
Approach LOS							<u> </u>	С		

	TV	VO-WAY STOP	CONTR	OL SU	MMARY					
General Information	n		Site I	nforma	tion					
Analyst	JUSTIN L	.INK	Interse	ection		HOLLIST	ER/CORC	MAR		
Agency/Co.	ATE		Jurisd	ction		GOLETA				
Date Performed	4/1/2005		Analys	sis Year		EXISTING PLUS PROJECT				
Analysis Time Period	P.M. PEA	K HOUR								
Project Description CA		ESS PARK						· · · · · · · · · · · · · · · · · · ·		
East/West Street: HOLI					eet: CORO	MAR DR.				
Intersection Orientation:	East-West		Study	Period (h	rs): 1.00					
Vehicle Volumes ar	nd Adjustmer	nts								
Major Street		Eastbound				Westbou	<u>und</u>			
Movement	11	2	3		4	5		6		
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	L L	T	R		L	T 4007		R		
Volume (veh/h) Peak-hour factor, PHF	1.00	698 1.00	38 1.00		1.00	1027		15 1.00		
Hourly Flow Rate (veh/h)		698	38		64	1027		15		
Proportion of heavy	, , ,	030	1 30		<u> </u>	1027		,,,		
vehicles, P <sub>HV</sub>	4				4					
Median type				Undivid	ded					
RT Channelized?			0					0		
Lanes	1		0		1	2		0		
Configuration	L	T	TR		L	T		TR		
Upstream Signal		0				0	0			
Minor Street		Northbound				Southboo	und			
Movement	7	8	9		10	11		12		
	L	Т	R		L	Т		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	4	4	4	1	4	4		4		
vehicles, P <sub>HV</sub>	•				•					
Percent grade (%)		0				0				
Flared approach		N				l N				
Storage		0				0				
RT Channelized?			0					0		
Lanes	0	1	1		0	1		1		
Configuration	LT		R		LT			R		
Control Delay, Queue L	ength, Level of	Service								
Approach	EB	WB		Northbou	ınd	5	Southboun	d		
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 <sub>m</sub> (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	В	Α	F		В	F		В		
Approach delay (s/veh)		w to		667.7		27.5				
Approach LOS				F			D			

TWO-WAY STOP CONTROL SUMMARY												
General Informatio	n.		Site	nform	atio	n						
Analyst	JUSTIN I	INK	Inters	ection		****	HOLLIS7	ER/COR	OMAR			
Agency/Co.	ATE		Jurisd	liction			GOLETA					
Date Performed	4/1/2005		Analy	sis Year			CUMULA	ITIVE				
Analysis Time Period	P.M. PEA	K HOUR										
Project Description CA		ESS PARK										
East/West Street: HOL						CORON	IAR DR.					
Intersection Orientation:	East-West		Study									
Vehicle Volumes a	nd Adjustmei											
Major Street		Eastbound					Westbou	und				
Movement	1	2	3			4	5		6			
\(\frac{1}{2}\)	<u> </u>	T 705	R			<u> </u>	T		<u>R</u>			
Volume (veh/h) Peak-hour factor, PHF	1.00	705 1.00	1.00			<u>4</u> 1.00	1130 1.00		26 1.00			
Hourly Flow Rate (veh/h		7.00	1.00			4	1130		26			
Proportion of heavy	, , , , ,	700	<del>  '</del>	~ <del>-</del>		7	1130		20			
vehicles, P <sub>HV</sub>	4					4						
Median type				Undivi	ided							
RT Channelized?			0	Ondre.	1000				0			
Lanes	1	2	O			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	Т	R			L	т		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	4	4	4			4	4		4			
vehicles, P <sub>HV</sub>	7	7				<i>7</i>						
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 L	ength, Level of	Service										
Approach	EB	WB		Northbo	und		5	Southbou	nd			
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 <sub>m</sub> (vph)	589	875				638	77		454			
v/c ratio	0.02	0.00			$\dashv$	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							121.9 F					
	В	Α		<b>I</b>		В	<u> </u>	64.0	В			
Approach delay (s/veh)		44 40						61.2				
Approach LOS								F				

	TWO	-WAY STOP	CONTROL S	UMMARY		
General Information			Site Inform	nation		
Analyst	JUSTIN LIN	K	Intersection		HOLLISTER/C	OROMAR
Agency/Co.	ATE		Jurisdiction		GOLETA	
Date Performed	4/1/2005		Analysis Yea	r	CUMULATIVE	+PROJECT
Analysis Time Period	P.M. PEAK I	HOUR	-			
Project Description CAB	RILLO BUSINES	S PARK				
East/West Street: HOLLIS	STER AVE.		North/South S	Street: CORC	MAR DR.	
Intersection Orientation:	East-West		Study Period	(hrs): 1.00		
Vehicle Volumes and	Adjustments					
Major Street		Eastbound			Westbound	
Mariant	4 1	0		4	·   -	

Vehicle Volumes and	Adjustment	S				
Major Street		Eastbound			Westbound	
Movement	11	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 <sub>HV</sub>	4	-		4		
Median type			Undi	vided		
RT Channelized?			0			0
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	Τ	TR
Upstream Signal		0			0	
Minor Street		Northbound			Southbound	
Movement	7	8	9	10	11	12
	L	Т	R	L	Т	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 <sub>HV</sub>	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	1	R

Control Delay, Queue L	ength, Level of	Service						
Approach	EB	WB		Northboun	d	S	outhboun	d
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 <sub>m</sub> (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	В	Α	F		С	F		В
Approach delay (s/veh)				970.7			496.3	
Approach LOS				F			F	

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													
		NOR	TH BO	UND	SOL	ЛН ВО	UND	E.A	ST BOL	JND	WE	ST BOUN	D	
VOL	UMES	L	T	R	L	Τ	R	L	Т	R	L	Т	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 L TT

SOUTH BOUND

EAST BOUND

WEST BOUND L LTR

REFERENCE #09PM

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-	# OF	CAPACITY		<u>s</u> c	ENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	. 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		
0511 (4)	ľ	· ·	''			***	0.000	0.000	0.000	0.000		
EBL	0	O	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		l i
			LOST T	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
						CITY UTILIZATION:	0.564	0.584	0.630	0.650		
			LEVEL	OF SER	VICE:		A	A	В	В		i
NOTES:												

# NOTES:

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

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

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/8/05

TIME PERIOD:

PM

N/S STREET:

LOS CARNEROS ROAD U.S. 101 SB RAMPS

E/W STREET:

CONTROL TYPE: SIGNAL

			TF	CAFFIC	VOLU	ME SU	MMARY	,				
	NOF	RTH BC	UND	SOL	JTH BOL	JND	EΑ	ST BO	UND	WE	ST BOUN	ID
VOLUMES	L	Т	R	L	T	R	L	T_	R	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

NORTH BOUND

SOUTH BOUND

EAST BOUND

WEST BOUND

REFERENCE #10PM

**GEOMETRICS** 

T TR

LT R L 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-	# OF	CAPACITY		<u>sc</u>	ENARIO	VOLUMES			SCENARIO	V/C RATIOS	<u>s</u>		
MENTS	LANES		1	2	3	4	1	2	3	4	,		
NBL.	0	0	0	0	0	0	0.000	0.000	0.000	0.000		i	
NBT	1	1600	791	834	829	872	0.494	0.521	0.518	0.545	ĺ		
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	O	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	0.00.0	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			
***************************************		2011/2011	LOST	IME:			0.10 *	0.10 *	0.10 *	0.10 *			
:				SECTION OF SER		ITY UTILIZATION:	0.713 C	0.840 D	0.822 D	0.949 E			

### NOTES:

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

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

REFERENCE #11 PM

# 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

CONTROL TYPE: SIGNAL

				Τį	RAFFIC	VOLU	ME SU	MMARY	′				
		NOF	RTH BOL	JND	SOL	TH BO	JND	E#	ST BOL	JND	WE	ST BOUN	ID
VOL	UMES	L	T	R	L	Т	R	L	Т	R	L.	Т	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

SOUTH BOUND

**EXISTING GEOMETRICS** 

NORTH BOUND T TR

EAST BOUND

WEST BOUND L R

L 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-	# OF	CAPACITY		<u>sc</u>	ENARIO	OVOLUMES			SCENARIO	V/C RATIOS	<u>S</u>		
MENTS	LANES		11	2	3	4	11	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			
		1000											
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	İ		
EBR	U	ď	u	U	U	U	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 *			
***************************************	·						0.10.1		0.40 +	0.40.4			
			LOST T	IME:			0.10 *	0.10 *	0.10 *	0.10 *			
[ ·   ·													
					ITY UT	LIZATION:	0.780	0.865	0.854	0.940			
		LEVEL	OF SER	VICE:			С	D	D	E			
NOTEC.													

## NOTES:

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

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

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/10/2005

TIME PERIOD:

P.M.

N/S STREET:

LOS CARNEROS ROAD E/W STREET: HOLLISTER AVENUE

TRAFFIC VOLUME SUMMARY														
	NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND													
VOL	UMES	L	T	R	L	T	R	L	Т	R	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			
EXISTING GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND L TT R	EAST BOUND LL T TR	WEST BOUND £ 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-	#OF	CAPACITY		<u>sc</u>	ENARIO	O VOLUMES			SCENARIO	V/C RATIO	<u>S</u>		
MENTS	LANES		1	2	3	4	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	0.040	0.040	0.049	0.208 *			
SBR (b)	1	1600	65	7	108	51	0.041	0.004	0.264	0.032			
,							***	0.00	*****	0.002			
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 T	IME;			0.10 *	0.10 *	0.10 *	0.10 *			
							0,691						
				ECTION CAPACITY UTILIZATION:  OF SERVICE:				0.760	0.768	0.830			
110 7770		LEVEL	OF SEK	VICE:			В	С	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

REFERENCE #12PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/10/2005

TIME PERIOD:

P.M.

N/S STREET: LOS CARNEROS ROAD
E/W STREET: CABRILLO PARK DRIVE

CONTROL TYPE: SIGNAL

MITIGATED WITH SIGNAL

	TRAFFIC VOLUME SUMMARY													
	NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND													
VOL	UMES		Т	R	L.	т	R	L	Т	R	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 NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND EXISTING GEOMETRICS LT T R Ł 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-	# OF	CAPACITY		<u>sc</u>	CENARIO	VOLUMES			SCENARIO	V/C RATIO	<u>s</u>		
MENTS	LANES		1	2	3	4	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	IME:			0.10 *	0.10 *	0.10 *	0.10 *			
			ERSECTION /EL OF SER		ITU YTI	LIZATION:	0.680 B	0.731 C	0.734 C	0.788 C			
MOTEC							·						

NOTES:

04/10/06

REFERENCE #13PM

### 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	Adjustment	s				
Major Street		Northbound			Southbound	
Movement	1	2	3	4	5	6
	L	Т	R	L	Т	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	<b></b>		4		
Median Type			Und	livided		
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			Τ	R
Upstream Signal		0			0	
Minor Street		Westbound	******		Eastbound	
Movement	7	8	9	10	11	12
	L	Т	R	L	Т	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 Servi	ice				

Approach	NB	SB		Westbound		l e	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	Α				****			
Approach Delay								
Approach LOS								

	TWO	O-WAY STOP	CONTROL S	UMMARY		
General Information			Site Inform	nation		
Analyst Agency/Co. Date Performed Analysis Time Period	JUSTIN LIN ATE 4/1/2005 P.M.	IK	Intersection Jurisdiction Analysis Yea	ır	LOS CARNER GOLETA EXISTING PLO	OS/CBP DWY US PROJECT
Project Description CAL	BRILLO BUSINES	SS PARK				
East/West Street: CPB D	WY		North/South	Street: LOS C	ARNEROS	
Intersection Orientation:	North-South		Study Period	(hrs): 1.00		
Vehicle Volumes and	d Adjustment	3				
Major Street		Northbound			Southbound	
Movement	1	2	3	4	5	6

Adjustments					
	Northbound			Southbound	
1	2		4	5	6
<u>L</u>	T	R	L	T	R
3	932	0	0	904	17
1.00	1.00	1.00	1.00	1.00	1.00
3	932	0	0	904	17
4			4		
		Una	livided		
		0			0
1	1	0	0	1	1
L	T			T	R
	0			0	
	Westbound			Eastbound	
7	8	9	10	11	12
L	T	R	L	Т	R
0	0	0	76	0	6
1.00	1.00	1.00	1.00	1.00	1.00
0	0	0	76	0	6
4	0	0	4	0	0
	0			0	
	N			N	
	0			0	
		0			0
0	0	0	1	0	1
			L		R
	1 L 3 1.00 3 4 1 L	Northbound   1	1       2       3         L       T       R         3       932       0         1.00       1.00       1.00         3       932       0         4           Und       0       0         1       1       0         L       T       R         0       0       0         1.00       1.00       1.00         0       0       0         4       0       0         0       0       0         0       0       0         0       0       0         0       0       0         0       0       0         0       0       0         0       0       0         0       0       0         0       0       0	Northbound	Northbound         Southbound           1         2         3         4         5           L         T         R         L         T           3         932         0         0         904           1.00         1.00         1.00         1.00         1.00           3         932         0         0         904            4           4            Undivided           0         0         1         1         1         0         0         1         1         1         0         0         1         1         1         0         0         1         1         1         0         0         1         1         1         0         0         0         1         1         1         0         0         1         1         1         0         0         1         1         1         1         1         0         0         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1

***************************************								
Delay, Queue Length,	and Level of Ser	vice						
Approach	NB	SB		Westbound	d		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	Α					F		С
Approach Delay							243.6	
Approach LOS							F	

	TW	O-WAY STOP	CONTR	OL SI	JMMARY			
General Informatio	n		Site I	nform	ation			
Analyst Agency/Co. Date Performed Analysis Time Period		K HOUR	Interse Jurisdi Analys			LOS CAF GOLETA CUMULA		CBP DWY
Project Description C		SS PARK						
East/West Street: CPB					treet: LOS C	ARNEROS		
Intersection Orientation:			Study	Period (	hrs): 1.00			
Vehicle Volumes a	nd Adjustmen							
Major Street		Northbound	T		_	Southbo	und /	
Movement	1 1	2 T	3		4	5 T		6
Volume	L0	1015	R 0		0	999		R 0
Peak-Hour Factor, PHF	1.00	1.00	1.00	)	1.00	1.00		1.00
Hourly Flow Rate, HFR	0	1015	0	<del></del>	0	999		0
Percent Heavy Vehicles	4		<u> </u>		4			
Median Type				Undiv				
RT Channelized			0					0
Lanes	1	1	0		0	1		1
Configuration	L	Τ				T		R
Upstream Signal		0				0		
Minor Street	Westbound					Eastbou	ınd	
Movement	7	8	9		10	11		12
	L	T	R		L	Т		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, a	nd Level of Serv	ice						
Approach	NB	SB		Westbo	ound		Eastboun	d
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L							
v (vph)	0		***************************************					
C (m) (vph)	685		WHEN THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPE		***************************************			
v/c	0.00				-			
95% queue length	0.00							
Control Delay	10.3							
LOS	B							
Approach Delay		***					<u> </u>	
Approach LOS				****				
Apploadil EOO		1						

### TWO-WAY STOP CONTROL SUMMARY General Information Site Information JUSTIN LINK Analyst 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	Adjustment	S						
Major Street		Northbound			Southbound			
Movement	1	2	3	4	5	6		
	L	Τ	R	L	Т	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			Und	ivided				
RT Channelized			0			0		
Lanes	1	1	0	0	1	1		
Configuration	L	T			T	R		
Upstream Signal		0			0			
Minor Street		Westbound	Westbound Eastbound					
Movement	7	8	9	10	11	12		
	L	T	R	L	Т	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		

Approach	NB	SB		Westbound	4	F	Eastbound	
	140	OD		TVCSIDOUIN			Lastbourn	
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	10.11				1.25		0.02
95% queue length	0.01					15.07		0.06
Control Delay	10.5					711.2		17.7
LOS	В					F		С
Approach Delay		444					660.4	
Approach LOS				, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			F	

REFERENCE #14PM

# CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/10/2005

TIME PERIOD:

P.M.

LOS CARNEROS ROAD N/S STREET:

E/W STREET:

MESA ROAD

(SPLIT PHASED)

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY													
	NOR	TH BO	UND	SOU	TH BO	JND	EA	AST BO	UND	WE	ST BOUN	ID	
VOLUMES	L	T	R	L	T	R	L	T	R	L	T	R	
(A) EXISTING (B) PROJECT (C) CUMULATIVE	22 0 27	551 9 594	31 0 32	117 0 174	701 27 761	35 0 35	35 0 35	8 0 10	22 0 27	69 0 86	20 0 39	336 0 380	

		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)

		CALCULATIONS									
# OF	CAPACITY		SC	ENARIO	VOLUMES			SCENARIO	V/C RATIOS	3	
LANES	1999999999	1	2	3	4	11	2	3	4	,	
1	1600	22	22	27	27	0.014 *	0.014 *	0.017 *	0.017 *		
1	1600	551	560	594	603	0.362	0.368	0.389	0.395		
0	0	28	28	29	29	0.000	0.000	0.000	0.000		
	4000	447	447	474	474	0.072	0.070	0.400	0.400		
1											
1							1		1		
0	O	29	29	29	29	0.000	0.000	0.000	0.000		
0	0	35	35	35	35	0.000	0.000	0.000	0.000		
1	1600	8	8	10	10	0.027 *	0.027 *	0.028 *	0.028 *		
1	1600	15	15	18	18	0.009	0.009	0.011	0.011		
,	0	60	60	96	06	0.000	0.000	0.000	0.000		
	-										
								ļ			
,	1600	103	160	200	200	0.103	0.103	0.129	0.129	i	
		LOST T	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
						-					
	INTERS	ECTION	CAPAC	ITY UTI	LIZATION:	0.700	0.717	0.768	0.785		
LEVEL OF SERVICE:								С	С		
	1 1 0 1 1 0	LANES  1	# OF LANES 1  1 1600 22  1 1600 551  0 0 28  1 1600 117  1 1600 701  0 0 29  0 0 0 35  1 1600 8  1 1600 15  0 0 69  1 1600 20  1 165  LOST T	# OF LANES 1 2  1 1600 22 22  1 1600 551 560  0 0 28 28  1 1600 117 117  1 1600 701 728  0 0 29 29  0 0 0 35 35  1 1600 8 8 8  1 1600 8 8 8  1 1600 15 15  0 0 69 69  1 1600 20 20  1 165 165  LOST TIME:	# OF CAPACITY LANES  1 2 3  1 1600 22 22 27  1 1600 551 560 594  0 0 28 28 29  1 1600 117 117 174  1 1600 701 728 761  0 0 0 35 35 35  1 1600 8 8 10  1 1600 8 8 8 10  1 1600 15 15 18  0 0 69 69 86  1 1600 20 20 39  1 1600 165 165 206  LOST TIME:	1	# OF LANES	# OF LANES	# OF LANES	#OF LANES	#OF LANES

# NOTES:

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

REFERENCE #15PM

### CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/10/2005

TIME PERIOD:

P.M.

N/S STREET:

LOS CARNEROS ROAD EL COLEGIO ROAD

E/W STREET:

CONTROL TYPE: SIGNAL

				TI	RAFFIC	VOLU	IME SU	IMMAR'	Y					
NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND														
VOL	UMES	L	Τ	R	L	T	R	L	T	R	L	Т	R	
(A)	EXISTING	0	0	0	415	6	368	282	450	0	2	485	329	
(B)	PROJECT	0	0	0	18	0	9	2	О	0	0	0	5	
(C)	CUMULATIVE	0	0	0	463	6	392	283	487	0	2	514	352	

		GEOMETRICS			
EVICTING OF OMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
EXISTING GEOMETRICS		LK	L I	I R	

# TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT (C+B)

	y		CALCULATIONS									
MOVE-	#OF	CAPACITY		<u>s</u> (	ENAR	O VOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	1	22	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: LEVEL OF SERVICE:							0.853 D	0.889 D	0. <del>9</del> 02 D		

## NOTES:

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

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

REFERENCE #16PM

### CABRILLO BUSINESS PARK (ATE #04052)

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: TIME PERIOD: 5/14/2003

P.M.

N/S STREET: E/W STREET:

FAIRVIEW AVENUE HOLLISTER AVENUE

CONTROL TYPE: SIGNAL

				TI	RAFFIC	VOLU	ME SU	JMMAR'	Y					
		NOR	RTH BO	UND	SOU	ЛН ВО	UND	E/	AST BO	UND	WE	EST BOUN	ID.	
VOL	UMES	L	T	R	L.	T_	R	L	T	R	L	T	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			
	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
EXISTING GEOMETRICS	L T TR	LL TT R	LL TT R	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)

			CALCULATIONS									
MOVE-	#OF	CAPACITY		<u>sc</u>	ENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	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 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 T	IME:			0.10 *	0.10 *	0.10 *	0.10 *		7 7 7 8 8 8 8
		INTERS LEVEL			TU YTI	LIZATION:	0.680 B	0.684 B	0.754 C	0.757 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

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 MITIGATED

SB AND WB FREE RIGHT TURN LANES

	TRAFFIC VOLUME CUMMARY													
TRAFFIC VOLUME SUMMARY														
		NOI	RTH BC	UND	SOL	ЛН ВО	UND	E	AST BO	UND	WI	ST BOUN	ID.	
VOL	UMES	L	Ŧ	R	L	Т	R	L	Т	R	L	Т	R	
(A) (B)	EXISTING PROJECT	103	680	183	178 26	528 0	732 0	645 0	344 13	64	325 28	651 49	342 111	
(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)

			LEVE	OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>sc</u>	ENARIO	O VOLUMES			SCENARIO	V/C RATIOS	3	
MENTS	LANES		1	2	3	4	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 *	ļ	
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		
			LOSTT	IME:			0.100 *	0.100 *	0.10 *	0.10 *		
		LEVEL			ITY UTI	LIZATION:	0.774 C	0.798 C	0.832 D	0.855 D		
110.770		LL V LL				Ŭ						

## 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

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/8/05 PM

TIME PERIOD: N/S STREET:

LOS CARNEROS ROAD

E/W STREET:

U.S. 101 SB RAMPS

NB FREE RIGHT-TURN LANE

CONTROL TYPE: SIGNAL

				TF	RAFFIC	VOLU	ME SU	MMAR	1					
		NO	NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND											
VOL	UMES	L	T	R	L	T	R	L	T	R	, 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

TRAFFIC SCENARIOS

NORTH BOUND

SOUTH BOUND

EAST BOUND

REFERENCE #10PM

MITIGATED

**GEOMETRICS** 

T TR

L TT ŁR WEST BOUND

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT (C+B)

			LEVEL	OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>sc</u>	ENARIO	VOLUMES			SCENARIO	V/C RATIOS	3	
MENTS	LANES		1	2	3	4	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	О	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		Į.
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		
			LOSTT	IME:			0.10	0.10 *	0.10 *	0.10 *		
												i
	INTERSECTION CAPACITY UTILIZATION:							0.439	0.444	0.458		
			LEVEL (	OF SER	/ICE:		Α [	Α	Α	Α		
MOTEO				********								

### NOTES:

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

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

04/11/06

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

				TF	RAFFIC	VOLU	ME SU	MMAR'	Y				
		NOF	RTH BOI	JND	SOU	JTH BOI	JND	E	AST BOU	JND	WE	ST BOUN	1D
VOL	UMES	L	Т	R	L	Т	R	L	Τ	R	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			
EXISTING GEOMETRICS	NORTH BOUND TT TR	SOUTH BOUND L TT	EAST BOUND	WEST BOUND 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 SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>sc</u>	ENARIO	VOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	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		
0.51		4000	407	407	407	407			2 202 *	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	<b>i</b>	
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	Ö	0	0	0	0.000	0.000	0.000	0.000		
EBR	o	0	0	ō	ō	0	0.000	0.000	0.000	0.000		
WBL.	1 ]	1600	13	13	14	14	0.008	800.0	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 *		
		INTERS LEVEL	LIZATION:	0.626 B	0.683 B	0.682 B	0.739 C					

# NOTES:

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

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

04/11/06

REFERENCE #11 PM

MITIGATED

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

	TRAFFIC VOLUME SUMMARY													
NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND														
VOL	UMES	L	T	R	L	T	R	L	Т	R	L	Т	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 LR

# 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-	# OF	CAPACITY		SC	ENARIO	OVOLUMES			SCENARIO	V/C RATIOS	<u> </u>		
MENTS	LANES		1	2	3	4	1	2	3	4			
NBL	o	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		1600	137	137	137	137	0.086 *	0.086 *	0.086 *	0.086 *			
SBT.	2	3200	593	659	749	815	0.086	0.006	0.234	0.255			
		·					0.000	0.000	1	0.000			
\$BR	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			
W8L	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 *			
		INTERS LEVEL (	LIZATION:	0.655 B	0.740 C	0.711 C	0.797 C						

### NOTES:

- (a) 3% R.T.O.R.
- (b) 39% R.T.O.R., NOT CRITICAL DUE TO FREE RIGHT

04/11/06

REFERENCE #11 PM

FREE RIGHT MITIGATION

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/10/2005

TIME PERIOD:

P.M.

N/S STREET: E/W STREET: LOS CARNEROS ROAD

REET: H

HOLLISTER AVENUE

DOUBLE NORTHBOUND AND WESTBOUND LEFT TURN LANES

CONTROL TYPE: SIGNAL

	TRAFFIC VOLUME SUMMARY														
		NOF	RTH BO	UND	SOL	JTH BO	UND	E/	AST BO	UND	WE	ST BOUN	D		
VOL	UMES	L	T	R	L	T	R	L	T	R	L	T	R		
(A) (B)	EXISTING PROJECT	229 14	576 55	123 11	64 0	548 14	141 52	153 219	402 44	128 22	206 2	662 11	42 0		
(C)	CUMULATIVE	256	632	125	78	653	187	158	467	143	211	716	55		

### GEOMETRICS

EXISTING GEOMETRICS

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

REFERENCE #12PM

MITIGATED

LTTR

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT (C+B)

			LEVE	L OF S	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>\$0</u>	ENARIO	VOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	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		
									İ			
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)								0.000	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)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							0.000	0.000	0.000		
		1		0.10 *	0.10 *				··········			
	LOST TIME:								0.10 *	0.10 *		
							-					
	INTERSECTION CAPACITY UTILIZATION:								0.641	0.754		
		LEVEL	OF SER	VICE:		Α	В	В	С			

## 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

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

A.M.

N/S STREET: E/W STREET:

STORKE ROAD HOLLISTER AVENUE

CONTROL TYPE: SIGNAL

	TRAFFIC VOLUME SUMMARY														
		NOR	TH BO	UND	SOU	ІТН ВО	UND	E	AST BO	UND	WE	ST BOUN	D		
VOL	JMES	Ĺ	Т	R	L	Т	R	L	Т	R	L	T	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

REFERENCE #04AM

WITH PHELPS

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT(C+B)

			LEVEL	OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>sc</u>	ENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>S</u>	
MENTS	LANES		1	2	3	4	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	l	
EBL	2	3200	536	536	575	575	0.168 *	0,168 *	0.180 *	0.180 *		
EBT	2	3200	472	526	451	505	0.168	0.164	0.160	0.158		
	4	1600	26	26		29	1			l :		
EBR (c)	'	1000	20	20	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		1
******							0.10 *					
	LOST TIME:							0.10 *	0.10 *	0.10 *		
	INTERSECTION CAPACITY UTILIZATION:						0.617	0.658	0.661	0.701		
		LEVEL	OF SER	VICE:			В	В	В	В		

## NOTES:

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

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD: N/S STREET: A.M.

E/W STREET:

STORKE ROAD PHELPS ROAD

E/W STREET: CONTROL TYPE:

SIGNAL

REFERENCE #06AM WITH PHELPS

	TRAFFIC VOLUME SUMMARY														
	NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND														
VOL	UMES	Ĺ	T	R	L	Т	R	L	Т	R	L	Т	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			
EXISTING GEOMETRICS	NORTH BOUND L T TR (a)	SOUTH BOUND L T TR (a)	EAST BOUND L TR	WEST BOUND 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 SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY	Ì	<u>s</u> (	ENARIO	O VOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	11	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	O	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	o	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	O	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		
			LOSTT	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
			ECTION OF SER		ΉΥ υτι	LIZATION:	0.368 A	0.375 A	0.501 A	0.508 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.

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

				TF	RAFFIC	VOLUI	ME SU	MMARY	,	·				
		NOF	RTH BO	UND	SOU	TH BO	JND	EΑ	ST BOU	IND	WE	ST BOUN	D	
VOL	JMES	L	T	R	L	Τ	R	L	T	R	L	Ť	R	
(A) (B)	EXISTING PROJECT	0	80 0	30 0	484 1	53 0	0	0	0	0	70 0	0	406 5	
(C)	CUMULATIVE	0	87	30	484	55	U	U	U	U	/1	0	452	

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

# TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT(C+B)

			LEVE	OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>sc</u>	ENARIO	VOLUMES			SCENARIO	V/C RATIOS	3	
MENTS	LANES		1	2	3	4	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		ĺ
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		
115.11			LOST	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
			SECTION OF SER		ITY UTI	LIZATION:	0.345 A	0.346 A	0.349 A	0.350 A		

### NOTES:

(a) NOT CRITICAL DUE TO OVERLAP

04/10/06

REFERENCE #07AM

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

				TF	RAFFIC	VOLU	ME SL	JMMAR	Υ					
		NOR	TH BO	UND	SOU	TH BO	UND	E	AST BO	UND	W	EST BOUN	ID	
VOL	UMES	L	T	R	L	Т	R	L	Т	R	L	Τ	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)

			LEVE	L OF S	ERVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>s</u>	CENAR	OVOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	11	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	o	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	o	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	TME:			0.10 *	0.10 *	0.10 *	0.10 *		
			SECTION OF SER		CITY UT	LIZATION:	0.342 A	0.581 A	0.368 A	0.607 B		
NOTES:	***************************************	A CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR										

NOTES:

04/10/06

REFERENCE #08AM

	TV	O-WAY STOR	CONTR	OL SU	MMARY		1991	
General Information	1		Site I	nforma	ition			
Analyst Agency/Co. Date Performed Analysis Time Period	JUSTIN L ATE 4/1/2005 A.M. PEA	K HOUR	Interse Jurisd	ection		GOLETA	TER/CORC	
Project Description CA		ESS PARK	18.141- 11	2 11. 04		44000		
East/West Street: HOLL Intersection Orientation:					reet: COROI	MAR DR.		
			Joludy	Penoa (n	rs): 1.00			
Vehicle Volumes an	ia Aajustmer	Contract of the second				Ma atha		
Major Street Movement	1	Eastbound 2	3		4	Westbox 5	una	6
Movement	L	1 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					4			
vehicles, P <sub>HV</sub>	4				4			
Median type				Undivid	ded			
RT Channelized?			0					0
Lanes	1	2	0		1	2		0
Configuration	L	Τ	TR		L	T		TR
Upstream Signal		0				0	j	
Minor Street		Northbound				Southbo	und	
Movement	7	8	9		10	11		12
	L	Ţ T	R		L	Т		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	4	4	4		4	4		4
vehicles, P <sub>HV</sub>						<u> </u>		
Percent grade (%)		0				0	<del></del>	
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 Lo	ength, Level of	Service						
Approach	EB	WB		Northbou	ınd	9	Southboun	d
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 <sub>m</sub> (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	0.01		0.02	0.26		0.03
	8.4	9.5	29.5		11.1	23.1		9.7
Control Delay (s/veh)	····							<u> </u>
LOS	Α	Α	D	40.4	В	С	40.0	A
Approach delay (s/veh) 18.4							18.8	
Approach LOS				С			С	

	TV	VO-WAY STO	P CONTR	ROL SU	JMN	/IARY				
General Information			Site	Inform	atic	n				
Analyst Agency/Co. Date Performed Analysis Time Period	JUSTIN I ATE 4/1/2005 A.M. PEA		Juriso	ection diction rsis Year	7		HOLLIST GOLETA CUMULA W/PHEL	I A <i>TIVE</i> :		
Project Description CA East/West Street: HOLL	BRILLO BUSIN	ESS PARK	North	Courth C	4-0-04	: COROI	MAR DR			
Intersection Orientation:				Period (			WAR DR.			
Vehicle Volumes ar	CONTROL MANUFACTURE OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PARTY OF THE PART	ıte.	Joiday	, oned (		7,00				
Major Street	la Aujusunei	Eastbound					Westbo	und		
Movement	1	2	3			4	5	1		6
	L	T	R			L	Т			R
Volume (veh/h)	43	814	14	7		313	397		***************************************	63
Peak-hour factor, PHF	1.00	1.00	1.0			1.00	1.00			1.00
Hourly Flow Rate (veh/h)	43	814	14	7		313	397			63
Proportion of heavy vehicles, P <sub>HV</sub>	4					4				
Median type				Undiv	rided					
RT Channelized?			0							0
Lanes	1	2	0			1	2			0
Configuration	L	<i>T</i>	TR			L	T			TR
Upstream Signal		0					0			
Minor Street		Northbound					Southbo	und		
Movement	7	8	9			10	11			12
	L L	Т	R			L	T			R
Volume (veh/h)	28	11	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 <sub>HV</sub>	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 Le	ngth, Level of	Service								
Approach	EB	WB		Northbo	ound			Southb	ound	
Movement	1	4	7	8		9	10	1	1	12
ane Configuration	L	L	LT			R	LT			R
Volume, v (vph)	43	313	29			59	17			8
Capacity, c <sub>m</sub> (vph)	1083	700	31			527	42			766
//c ratio	0.04	0.45	0.94	1		0.11	0.40			0.01
Queue length (95%)	0.12	2.40	6.11		$\dashv$	0.38	1.79			0.03
Control Delay (s/veh)	8.5	14.3	509.1			12.7	146.1			9.7
							<del></del>	<u> </u>		
LOS	A	В	F	470.0		В	F	400	_	Α
Approach delay (s/veh)		444.444		176.3	5			102.	.0	
Approach LOS	**			F				F		

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/10/2005

TIME PERIOD:

A.M.

N/S STREET: E/W STREET: LOS CARNEROS ROAD

HOLLISTER AVENUE

CONTROL TYPE:

SIGNAL

				70	OVEER	VOLU	ME EI	ISABARIO	v					
	***************************************	NO.	RTH BC			JTH BO				LIND	14/	TOT DOLIN	ın.	
		NC	KILDC	UND	301	JIH BU	UND	E	AST BO	บหย	VVI	EST BOUN	ID .	
VOL	JMES	L	Т	R	L	Т	R	L	Т	R	L	Т	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			
EXISTING GEOMETRICS	NORTH BOUND L TT R	SOUTH BOUND L TT R	EAST BOUND LL 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)

			LEVE	L OF SI	ERVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>sc</u>	CENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	. 4	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 *	0.030	0.142 *	0.038		
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	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
	INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.543 A	0.427 A	0.557 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

REFERENCE #12AM

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

REFERENCE #13AM WITH PHELPS

MITIGATED WITH SIGNAL

				TF	RAFFIC	VOLU	ME SU	MMARY	′					
		NOF	TH BO	JND	SOL	JTH BO	UND	E/	AST BO	JND	WE	ST BOUN	ID	
VOL	UMES	L.	T	R	L	Т	R	L	Т	R	L	T	Ŕ	
(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	LT	TR	L R		

### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT(C+B)

			LEVE	OF SE	ERVICE	CALCULATIONS	_					
MOVE-	# OF	CAPACITY		<u>sc</u>	CENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		11	2	3	4	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	O	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		
							1					
			LOST	IME:			0.10	0.10 *	0.10 *	0.10 *		
		INTERS	SECTION	CAPAC	ITY UTI	LIZATION:	0.358	0.474	0.426	0.443		
		LEVEL	OF SER	VICE:			Α	A	A	Α		
NOTEC							<u> </u>			L		

NOTES:

### TWO-WAY STOP CONTROL SUMMARY General Information Site Information Analyst JUSTIN LINK Intersection LOS CARNEROS/CBP DWY Agency/Co. Jurisdiction ATEGOLETA 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 Т L Т R R 522 114 Volume 0 553 0 0 Peak-Hour Factor, PHF 1.00 1.00 1.00 1.00 1.00 1.00 Hourly Flow Rate, HFR 0 553 0 522 0 0 Percent Heavy Vehicles 4 4 Median Type Undivided RT Channelized 0 0 Lanes 0 1 0 0 1 0 Configuration Т Т Upstream Signal 0 0 **Minor Street** Westbound Eastbound Movement 7 9 10 11 12 8 T R L R L Т 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 Ν Flared Approach Ν 0 0 Storage RT Channelized 0 0 Lanes 0 0 0 0 0 0 Configuration Delay, Queue Length, and Level of Service Westbound Approach NB SB Eastbound Movement 1 4 7 10 12 8 9 11 Lane Configuration v (vph) C (m) (vph) v/c 95% queue length Control Delay LOS Approach Delay

Approach LOS Rights Reserved

HCS2000<sup>TM</sup>

### TWO-WAY STOP CONTROL SUMMARY Site Information **General Information** Intersection LOS CARNEROS/CBP DWY JUSTIN LINK Analyst Jurisdiction GOLETA Agency/Co. ATE CUMULATIVE+PROJECT Date Performed 4/1/2005 Analysis Year W/PHELPS Analysis Time Period A.M. PEAK HOUR Project Description CABRILLO BUSINESS PARK

East/West Street: CPB D	WY		North/South	Street: LOS CA	RNEROS	
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			Und	ivided		
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			Τ	R
Upstream Signal		0			0	
Minor Street		Westbound			Eastbound	
Movement	7	8	9	10	11	12
	L	Т	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

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Configuration					L			R
Delay, Queue Length, a	and Level of Serv	/ice						
Approach	NB	SB		Westbound	l		Eastbound	l
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	Α					С		В
Approach Delay							21.6	
Approach LOS		, they share					С	

Rights Reserved

Hourly Flow Rate, HFR

Percent Heavy Vehicles

Percent Grade (%)

Flared Approach

RT Channelized

Storage

Lanes

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

				TF	RAFFIC	VOLU	ME SU	MMAR	Y					
		NOF	TH BO	UND	SOL	ITH BOI	JND	E	AST BO	JND	WE	EST BOUN	ID	
VOL	UMES	L	T	R	L	Т	R	L	Т	R	L	T	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			
EXISTING GEOMETRICS	NORTH BOUND L TR	SOUTH BOUND L TR	EAST BOUND LT R	WEST BOUND LT R	

# TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT(C+B)

			LEVE	OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>sc</u>	ENARIO	VOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	1	2	3	4		
NBL	1	1600	23	23	18	18	0.014	0.014	0.011	0.011		
NBT	1 1	1600	368	399	423	454	0.240 *	0.259 *	0.274 *	0.294 *		
NBR (a)	0	O	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	o	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	ļ	
WBR (d)	1	1600	7	7	9	9	0.004	0.004	0.006	0.006		
			LOST T	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
			OF SER		ITY UTI	LIZATION:	0.579 A	0.616 B	0.666 B	0.704 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

REFERENCE #14AM

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

				TF	RAFFIC	VOLU	ME SU	IMMAR'	Y				
		NOR	тн во	UND	SOU	TH BO	UND	E/	AST BOL	JND	WI	EST BOUN	ID
VOL	UMES	L_	Ī	R	L	Т	R	L	Т	R	L_	T	Ŕ
(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	·		
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)

			LEVE	L OF SE	ERVICE	CALCULATIONS						
MOVE-	#OF	CAPACITY		SC	CENARIO	OVOLUMES			SCENARIO	V/C RATIOS	3	
MENTS	LANES		1	2	3	4	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		i
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		
	li											
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	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
			SECTION OF SER		CITY UTI	LIZATION:	0.444 A	0.452 A	0.486 A	0.494 A		

# NOTES:

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

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

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

P.M.

N/S STREET: E/W STREET: STORKE ROAD HOLLISTER AVENUE

CONTROL TYPE: SIGNAL

				TF	RAFFIC	VOLU	ME SU	MMAR	Y					Witness (4 - 4 - 4 )
		NOF	RTH BO	UND	SOL	ЛН ВО	UND	E,	AST BO	UND	WE	EST BOUN	ID	
VOL	UMES	L	Т	R	L	Т	R	L	Т	R	L	T	· 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-	# OF	CAPACITY		<u>sc</u>	CENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>S</u>	
MENTS	LANES		1	2	3	4	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		
			0.10 *	0.10 *	0.10 *	0.10 * 						
		INTERS LEVEL	LIZATION:	0.774 C	0.798 C	0.839 D	0.863 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

REFERENCE #04PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: TIME PERIOD: 2/9/2005

N/S STREET:

P.M.

E/W STREET:

STORKE ROAD PHELPS ROAD

CONTROL TYPE: SIGNAL

REFERENCE #06PM WITH PHELPS

	TRAFFIC VOLUME SUMMARY												
	NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND												
VOL	UMES	L	T	R	L	T_	R	L	T	R	L	Т	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			
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-	# OF	CAPACITY		<u>s</u> c	CENARIO	O VOLUMES			SCENARIO	V/C RATIOS	<u> </u>	
MENTS	LANES		1	2	3	4	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	O	10	14	14	17	0.000	0.000	0.000	0.000	ĺ	
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	o	21	21	25	25	0.000	0.000	0.000	0.000		
WBL	o	0	12	29	51	68	0.000	0.000	0.000	0.000		
WBT	1 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		
			0.10 *	0.10 *	0.10 *	0.10 *						
		INTERS LEVEL	LIZATION:	0.421 A	0.439 A	0.670 B	0.687 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

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: TIME PERIOD: 2/9/2005 P.M.

N/S STREET: E/W STREET:

CONTROL TYPE:

STORKE ROAD

*EL COLEGIO* SIGNAL REFERENCE #07PM WITH PHELPS

	TRAFFIC VOLUME SUMMARY													
		NOF	NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND											
VOL	UMES	L	Τ.	R	L	Т	R	L	Т	R	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	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												
MOVE-	# OF	CAPACITY	Ì	<u>sc</u>	ENARIO	O VOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	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	o	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	O	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		
				0.10 *	0.10 *	0.10 *	0.10 * 					
		INTERS LEVEL	LIZATION:	0.426 A	0.428 A	0.445 A	0.447 A					

### NOTES:

NOT CRITICAL DUE TO OVERLAP

INTERSECTION CAPACITY UTILIZATION WORKSHEET

REFERENCE #08PM WITH PHELPS

COUNT DATE: TIME PERIOD: 2/9/2005

P.M.

COROMAR DRIVE-CABRILLO PARK DRIVE

N/S STREET: E/W STREET:

HOLLISTER AVENUE

CONTROL TYPE: SIGNAL

MITIGATED WITH SIGNALS

	TRAFFIC VOLUME SUMMARY												•	
NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND												D		
VOL	UMES	L	Т	R	L	T	R	L	T	R	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			
NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND	
L TR	L TR	L T TR	L T TR	

# TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

GEOMETRICS

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT(C+B)

LEVEL OF SERVICE CALCULATIONS												
MOVE-	# OF	CAPACITY		<u>sc</u>	ENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	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 *	<b>1</b>	
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)	o	O	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 1	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
			SECTION OF SER		ITY UT	LIZATION:	0.459 A	0.611 B	0.495 A	0.662 B		
NOTES:			<u>ii</u>	**********							I	

(a)

(b)

(c)

(d)

	TV	VO-WAY STO	P CONTR	OL SI	JMI	MARY					
General Information	n		Site	nform	atio	ən					
Analyst Agency/Co. Date Performed Analysis Time Period	JUSTIN L ATE 4/1/2005 P.M. PEA	AK HOUR	Jurisd	ection liction sis Yea	r		HOLLISTER/COROMAR GOLETA CUMULATIVE W/PHELPS				
Project Description CA		ESS PARK									
East/West Street: HOLL						t: COROI	MAR DR.				
Intersection Orientation:	C III.		Study Period (hrs): 1.00								
Vehicle Volumes an	ıd Adjustmei	····									
Major Street		Eastbound	1				Westbo	und I	^		
Movement	1 L	<u>2</u>   T	3   R			4	5 T		6 R		
Volume (veh/h)	10	659	1			4	1092		27		
Peak-hour factor, PHF	1.00	1.00	1.00	<del>,  </del>		1.00	1.00		1.00		
Hourly Flow Rate (veh/h)		659	1			4	1092		27		
Proportion of heavy vehicles, P <sub>HV</sub>	4					4					
Median type				Undiv	/idea	· · · · · · · · · · · · · · · · · · ·					
RT Channelized?			0	0,74,7	1000				0		
Lanes	1	2	0			1	2		0		
Configuration	L	T	TR			L	T		TR		
Upstream Signal		0					0				
Minor Street		Northbound					Southbo	und			
Movement	7	8	9			10	11		12		
	L	Т	R			L	Т		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 <sub>HV</sub>	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 Le		Service						<u> </u>			
Approach	EB	WB		Northbo	ound	AUTO-1113 MILITARY (1997)		Southbou	ınd		
Movement	1	4	7	8		9	10	11	12		
Lane Configuration	L	L	LT	<u> </u>		R	LT		R		
Volume, v (vph)	10	4	0			5	47		62		
			U								
Capacity, c <sub>m</sub> (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	В	Α				В	F		В		
Approach delay (s/veh)								48.7			
Approach LOS	E										
				***************************************							

### TWO-WAY STOP CONTROL SUMMARY **General Information** Site Information Intersection HOLLISTER/COROMAR Analyst JUSTIN LINK Jurisdiction **GOLETA** Agency/Co. ATE CUMULATIVE+PROJECT Date Performed 4/1/2005 Analysis Year W/PHELPS Analysis Time Period P.M. PEAK HOUR Project Description CABRILLO BUSINESS PARK North/South Street: COROMAR DR. East/West Street: HOLLISTER AVE. Intersection Orientation: East-West Study Period (hrs): 1.00 Vehicle Volumes and Adjustments Major Street Eastbound Westbound Movement 1 3 4 6 5 T Т 1 R R 1105 27 Volume (veh/h) 10 681 32 69 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 4 4 vehicles, P<sub>HV</sub> Median type Undivided RT Channelized? 0 0 Lanes 1 2 0 1 2 0 T TR L T TR L Configuration Upstream Signal 0 0 **Minor Street** Southbound Northbound 12 Movement 7 8 9 10 11 R L Т L Т R Volume (veh/h) 137 277 47 0 62 0 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 4 4 4 4 4 4 vehicles, P<sub>HV</sub> Percent grade (%) 0 0 Flared approach Ν Ν Storage 0 0 RT Channelized? 0 0 Lanes 0 1 1 0 1 1 LTR R Configuration LTControl Delay, Queue Length, Level of Service Approach EB WB Northbound Southbound 1 7 12 Movement 10 11 Lane Configuration L L LTR LTR 62 Volume, v (vph) 10 69 137 277 47 Capacity, c<sub>m</sub> (vph) 602 870 78 635 36 462 v/c ratio 0.02 0.08 1.76 0.44 1.31 0.13 0.26 35.32 2.29 11.59 0.46 Queue length (95%) 0.05 Control Delay (s/veh) 11.1 9.5 1513 15.0 937.3 14.0 LOS В В Α F C F 412.1 Approach delay (s/veh) 510.6

Approach LOS

F

F

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: TIME PERIOD:

2/10/2005

N/S STREET: E/W STREET:

VOLUMES (A) EXISTING

(B)

P.M. LOS CARNEROS ROAD **HOLLISTER AVENUE** 

CONTROL TYPE:

PROJECT

(C) CUMULATIVE

SIGNAL

REFERENCE #12PM WITH PHELPS

		TF	AFFIC	VOLU	ME SU	JMMARY	Y					
NOR	TH BO	UND	SOU	JTH BOU	JND	E/	AST BOL	UND	WE	ST BOUN	ID	
L	Ŧ	R	L	T	R	L	Τ	R	L	T	R	
229	576	123	64	548	141	153	402	128	206	662	42	
19	55	11	0	14	52	219	44	30	2	11	0	
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 TTR L TT R LL T TR

#### TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT (C+B)

	· · · · · · · · · · · · · · · · · · ·		LEVE	OF SI	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		SC	ENARIO	VOLUMES			SCENARIO	V/C RATIO	S.	
MENTS	LANES		1	2	3	4	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 T	ime:			0.10 *	0.10 *	0.10 *	0.10 *		
		INTERS LEVEL			ITY UTI	LIZATION:	0.691 B	0.763 C	0.663 B	0.736 C		

#### NOTES:

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

05/08/06

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: TIME PERIOD: 2/10/2005

P.M.

N/S STREET: LOS CARNEROS ROAD E/W STREET:

CABRILLO PARK DRIVE

CONTROL TYPE:

SIGNAL

MITIGATED WITH SIGNAL

			TR	RAFFIC	VOLU	ME SU	MMAR	1					
	NOF	RTH BOU	JND	SOL	JTH BO	UND	EA	AST BO	UND	WE	ST BOUN	ID	
VOLUMES	L	T	R	L	T	R	L.	T	R	L	Т	R	
(A) EXISTING (B) PROJECT (C) CUMULATIVE	0 3 0	928 10 866	0 0 0	0	883 27 976	0 19 0	0 75 0	0	0 6 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)

			LEVE	OF SE	ERVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		sc	ENARIO	OVOLUMES			SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	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 T	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
								<b> </b>				
			SECTION OF SER'		ITY UTI	LIZATION:	0.680 B	0.733 C	0.641 B	0.776 C		
NOTES:	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				*********							

NOTES:

04/10/06

REFERENCE #13PM

WITH PHELPS

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

Vehicle Volumes an	ıd Adjustmen	ts						
Major Street		Northbound				Southbo	und	_
Movement	1	2	3		4	5		6
	L	T	R		<u> </u>	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				Undivi	ded			
RT Channelized			0					0
Lanes	0	1	0		0			0
Configuration		T				T		
Upstream Signal		0				0		
Minor Street		Westbound				Eastbou	ınd	
Movement	7	8	9		10	11		12
	L	Т	R		L	T_		R
Volume	0	0	0		0	0		0
Peak-Hour Factor, PHF	1.00	1.00	1.00	<u> </u>	1.00	1.00		1.00
Hourly Flow Rate, HFR	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, a	nd Level of Serv	ice						
Approach	NB	SB		Westboo	und		Eastbound	t
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
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Version 4.1f

#### TWO-WAY STOP CONTROL SUMMARY **General Information** Site Information Intersection LOS CARNEROS/CBP DWY Analyst JUSTIN LINK Jurisdiction **GOLETA** Agency/Co. ATE CUMULATIVE+PROJECT Date Performed 4/1/2005 Analysis Year 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

				. 01100	V- 11 - 1	, ,,,,,				
Vehicle Volumes ar	nd Adjustmen	ts								
Major Street	The second control of the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second seco	Northbound			Sec. 10. (19. (19. (19. (19. (19. (19. (19. (19		Southbo	und		
Movement	1	2	3			4	5			6
	L	Т	R			L	Т			R
Volume	3	876	0		<u> </u>	0	1003			19
Peak-Hour Factor, PHF	1.00	1.00	1.00	)	ļ	1.00	1.00			1.00
Hourly Flow Rate, HFR	3	876	0		ļ	0	1003			19
Percent Heavy Vehicles	4					4				
Median Type				Undi	vided	1				
RT Channelized			0		ļ					0
Lanes	1	1	0			0	1			1
Configuration	L	Τ			ļ		T			R
Upstream Signal		0					<u> </u>			
Minor Street		Westbound					Eastbou	ınd		
Movement	7	8	9		<u> </u>	10	11			12
	L	Т	R			L	Т			R
Volume	0	0	0			75	0			6
Peak-Hour Factor, PHF	1.00	1.00	1.00	)	ļ	1.00	1.00		1	.00
Hourly Flow Rate, HFR	0	0	0			75	0			6
Percent Heavy Vehicles	4	0	<u> </u>			4	0			0
Percent Grade (%)		0					0			
Flared Approach		N					N			
Storage		0				· 11.00	0			
RT Channelized			0							0
Lanes	0	0	0			1	0			1
Configuration						L				R
Delay, Queue Length, a	nd Level of Serv	rice								
Approach	NB	SB		Westb	ound			Eastbo	und	
Movement	1	4	7	8		9	10	11		12
ane Configuration	L						L			R
/ (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		T	17.4

Approach Delay

LOS

293.5

F

В

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

				TI	RAFFIC	VOLU	ME SU	MMAR'	Y					
		NOF	TH BO	UND	SOL	ITH BO	UND	E	AST BO	JND	W	EST BOUN	ND.	
VOL	UMES	L	T	R	L	T	R	L	тт	R	L	T	. R	
(A) (B) (C)	EXISTING PROJECT CUMULATIVE	22 0 51	551 7 627	31 0 27	117 0 135	701 27 770	35 6 47	35 6 24	8 0 62	22 0 16	69 0 69	20 0 265	336 0 210	

		GEOMETRICS	1		
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)

			LEVE	OF SE	RVICE	CALCULATIONS						
MOVE-	# OF	CAPACITY		<u>\$0</u>	ENARIO	VOLUMES	1		SCENARIO	V/C RATIO	<u>s</u>	
MENTS	LANES		1	2	3	4	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	İ	
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	o	0	35	41	24	30	0.000	0.000	0.000	0.000		
EBT	1	1600	8	8	62	62	0.000	0.000	0.000	0.058 *		
EBR (c)	1	1600	15	15	11	11	0.009	0.009	0.007	0.007		
14/51	_	•				••						
WBL	0	0	69	69	69	69	0.000	0.000	0.000	0.000		
WBT WBR (d)		1600 1600	20 165	20 165	265 103	265 103	0.056	0.056 0.103 *	0.209 *	0.209 *		
							10.700	0.100	0.001	0.001		
			LOST T	IME:			0.10 *	0.10 *	0.10 *	0.10 *		
										-		
					ITŲ ŲTI	LIZATION:	0.700	0.724	0.901	0.925		
		LEVEL	OF SER	VICE:			B	С	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

REFERENCE #14PM

WITH PHELPS

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

REFERENCE #15PM WITH PHELPS

				TI	RAFFIC	VOLU	JME SL	MMAR	Y					
		NOF	RTH BO	UND	SOU	TH BC	DUND	E	AST BO	JND	W	EST BOUN	D	
VOL	UMES	L	T	R	L	T	R	L	Т	R	L	Т	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-	# OF	CAPACITY		<u>sc</u>	CENARI	O VOLUMES			SCENARIO	V/C RATIO	<u>s</u>			
MENTS	LANES		1	2	3	4	11	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 1	1600	450	450	471	471	0.281	0.281	0.294	0.294				
EBR	0	O	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 *				
	INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:								0.873 D	0.887 D				

#### NOTES:

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

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

04/10/06

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

P.M.

N/S STREET: E/W STREET: STORKE ROAD

HOLLISTER AVENUE

TRIPLE EB LEFT TURN LANES

CONTROL TYPE:

SIGNAL

TRAFFIC VOLUME SUMMARY													
NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND													
VOLUMES	L	Τ	R	L	T	R	1	Ť	R	L	Т	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 SOUTH BOUND EAST BOUND WEST BOUND LL TT R LL TT R LL TT R

#### TRAFFIC SCENARIOS

NORTH BOUND

LL TT R

SCENARIO 1: EXISTING (A)

EXISTING GEOMETRICS

SCENARIO 2: EXISTING+PROJECT (A+B)

SCENARIO 3: CUMULATIVE (C)

SCENARIO 4: CUMULATIVE+PROJECT (C+B)

	LEVEL OF SERVICE CALCULATIONS												
MOVE-	# OF	CAPACITY		<u>sc</u>	ENARIO	VOLUMES			SCENARIO	V/C RATIO	<u>s</u>		
MENTS	LANES		1	. 2	3	4	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 *			
	INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:								0.771 C	0.795 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

REFERENCE #04PM

WITH PHELPS MITIGATED

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/9/2005

TIME PERIOD:

P.M.

N/S STREET: E/W STREET: STORKE ROAD

HOLLISTER AVENUE

SB AND WB FREE RIGHT TURN LANES

CONTROL TYPE: SIGNAL

	TRAFFIC VOLUME SUMMARY												
NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND												1D	
VOL	UMES	L	Т	R	L	T	R	L	Т	R	L	Т	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-	#OF	CAPACITY		<u>\$0</u>	ENARIO	OVOLUMES			SCENARIO	V/C RATIOS	3		
MENTS	LANES		1	2	3	4	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			
(-/								0.2.14	0.202	0.202			
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 * 			
	INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.725 C	0.774 C	0.792 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

REFERENCE #04PM

WITH PHELPS MITIGATED

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)

RIGHT TURN LANES AT ALL FOUR APPROACHES (DUAL NB AND SB THROUGH LANES)

REFERENCE #14PM

WITH PHELPS MITIGATED

CONTROL TYPE: SIGNAL

	TRAFFIC VOLUME SUMMARY														
NORTH BOUND SOUTH BOUND EAST BOUND WEST BOUND															
VOL	UMES	l	Т	R	L	Т	R	L	Т	R	L	Т	R		
(A) (B)	EXISTING PROJECT	22 0	551 7	31 0	117 0	701 27	35 6	35 6	8	22 0	69 0	20 0	336 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 LT R	WEST BOUND LT R	
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-	# OF	CAPACITY		<u>s</u> c	CENARIO	VOLUMES			SCENARIO	V/C RATIO	S		
MENTS	LANES		1	2	3	4	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	ļ		
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 *			
	INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:								0.839 D	0.897 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

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE:

2/10/2005

TIME PERIOD:

P.M.

N/S STREET: E/W STREET:

CONTROL TYPE:

LOS CARNEROS ROAD

EL COLEGIO ROAD

SIGNAL

REFERENCE #15PM MITIGATED

DOUBLE WB AND EB THROUGH LANES

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

		GEOMETRICS			
EXISTING GEOMETRICS	NORTH BOUND	SOUTH BOUND L R	EAST BOUND L TT	WEST BOUND 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-	# OF	CAPACITY		<u>s</u> (	ENARIO	OVOLUMES			SCENARIO	V/C RATIO	S		
MENTS	LANES		1	2	3	4	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 WBT	0 2	0	2	2	2	2	0.000	0.000	0.000	0.000			
	4	3200	485	485	514	514	0.152 *	0.152 *	0.161 *	0.101		ı	
WBR (b)		1600	182	185	195	197	0.114	0.116	0.122	0.123			
	LOST TIME:							0.10 *	0.10 *	0.10 *			
	INTERSECTION CAPACITY UTILIZATION: LEVEL OF SERVICE:							0.701 B	0.727 C	0.740 C			

#### NOTES:

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

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

04/11/06

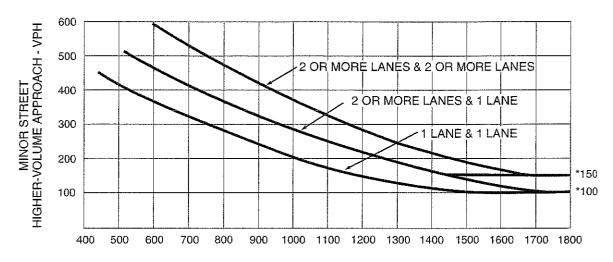
# Figure 4C-101. Traffic Signal Warrants Worksheet (Sheet 2 of 4)

WARRANT 2 - Four Hour Vehicular Volume SA							SATISFIED*	YES 🗆	NO [	]
	Record hourly vehicular volumes for four t	nours.			,	,	,			
	APPROACH LANES	One	2 or More		_	_	Hour			
	Both Approaches - Major Street									
	Highest Approaches - Minor Street						AND AND AND AND AND AND AND AND AND AND			
	*All plotted points fall above the curves in	MUTC	D Figu	re 4C-	1 or 40	)-2.		Yes 🗌	No E	]
W/	ARRANT 3 - Peak Hour		PAI	RT A	or <u>PAF</u>	<u>RT B</u> \$	SATISFIED	YES 🗆	NO E	J
<u>PART A</u> (All parts 1, 2, and 3 below must be sat			i)				SATISFIED	YES 🗆	NO V	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; <a href="AND">AND</a>								No E	]
	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 <b>∑</b>	1
	<ol><li>The total entering volume serviced dur for intersections with four or more appi three approaches.</li></ol>	ing the roache	hour e s or 65	equals 0 vph	or exce for inte	eeds 8 rsectio	t00 vph ons with	Yes 🗹	No [	
PA	RTB						SATISFIED	YES 🗹	NO E	J
	APPROACH LANES	One⁄	2 or More				Hour			
	Both Approaches - Major Street	N		1856			On the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of th			
	Highest Approaches - Minor Street		1	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

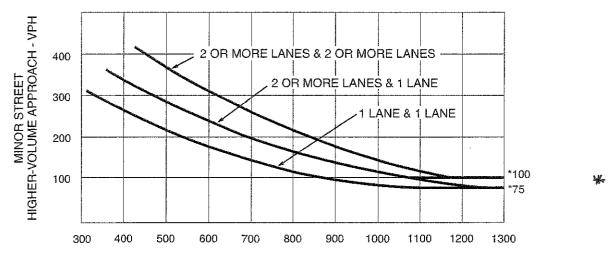
Figure 4C-3. Warrant 3, Peak Hour



MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

\*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)



MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

\*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)

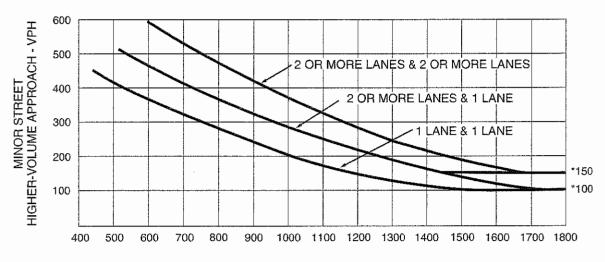
WARRANT 2 - Four Hour Vehicular Volume	SATISFIED*	YES 🗆	NO 🗆
Record hourly vehicular volumes for four hours.	, ,		
APPROACH LANES One More	Hour		
Both Approaches - Major Street			
Highest Approaches - Minor Street			
*All plotted points fall above the curves in MUTCD Figure 4C-1 or 4C-2.		Yes 🗌	No 🗆
WARRANT 3 - Peak Hour PART A or PART B	SATISFIED	YES 🗆	NO 🗆
PART A (All parts 1, 2, and 3 below must be satisfied)	YES Ø	№ □	
<ol> <li>The total delay experienced for traffic on one minor street approach or by a STOP sign equals or exceedds four vehicle-hours for a one-lane and five vehicle-hours for a two-lane approach; AND</li> </ol>	ontrolled approach	Yes 🗹	No 🛘
<ol><li>The volume on the same minor street approach equals or exceeds 10 one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u></li></ol>	0 vph for	Yes 🗹	No 🗆
<ol> <li>The total entering volume serviced during the hour equals or exceeds for intersections with four or more approaches or 650 vph for intersections approaches.</li> </ol>	800 vph lions with	Yes 🗹	No 🗆
PART B	SATISFIED	YES 🗹	NO [
APPROACH LANES One More	Hour		
Both Approaches - Major Street			
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/COROMAR-CARRILLO PARK

2003 Edition Page 4C-7

Figure 4C-3. Warrant 3, Peak Hour

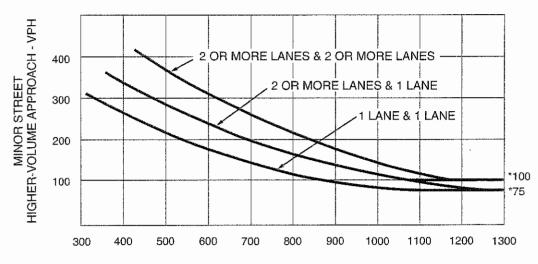


## MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

\*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)



MAJOR STREET—TOTAL OF BOTH APPROACHES— VEHICLES PER HOUR (VPH)

\*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.

November 2003 Sect. 4C.06