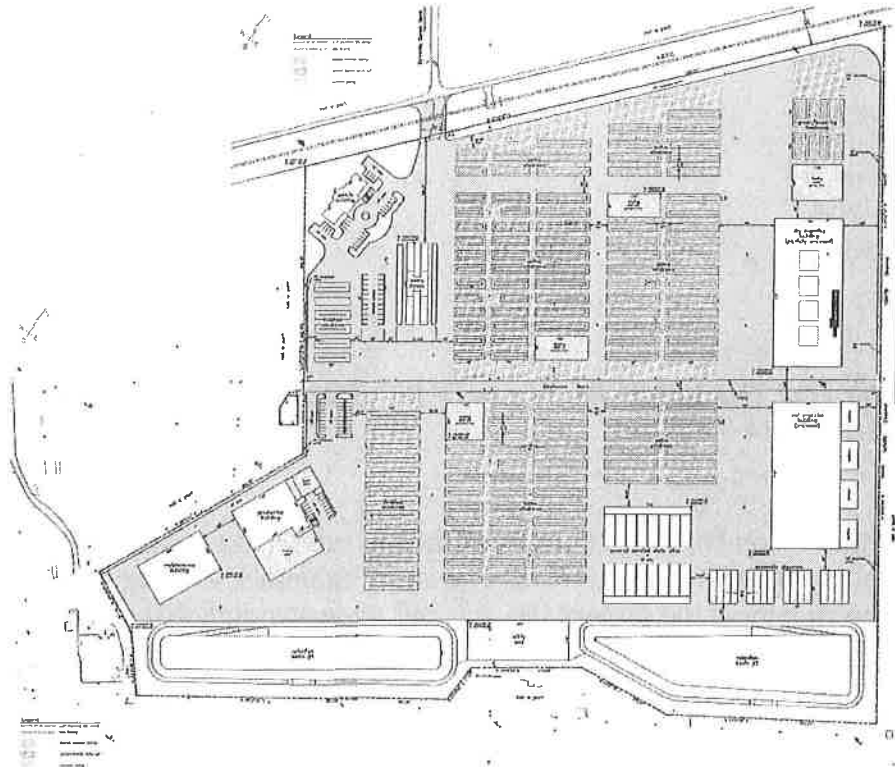

**VENTURA BIOGENIC ENERGY PARK
VENTURA COUNTY, CALIFORNIA**

TRAFFIC STUDY



February 23, 2017

Prepared for:

Sespe Consulting Inc.
374 Poli Street, Suite 200
Ventura, CA 93001



ATE Project #14050



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509

County of Ventura
Notice of Preparation of an EIR
PL17-0154
Attachment 17 – Traffic Study



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

February 23, 2017

Rob Del Farra
Sespe Consulting Inc.
374 Poli, Suite 200
Ventura, CA 93001

TRAFFIC STUDY FOR THE VENTURA COUNTY BIOGENIC ENERGY PARK - VENTURA COUNTY, CALIFORNIA

Associated Transportation Engineers (ATE) is pleased to submit the following traffic study for the Ventura County Biogenic Energy Park. The study examines existing and future traffic conditions in the vicinity of the project site. It is our understanding that the contents of this study will be incorporated into the environmental documents prepared for the project by Ventura County.

We appreciate the opportunity to assist Sespe Consulting, Inc. with this project.

Associated Transportation Engineers

Richard L. Pool, P.E.
Principal Engineer



TABLE OF CONTENTS

INTRODUCTION 1

PROJECT DESCRIPTION 1

EXISTING CONDITIONS 1

 Street Network 1

 Roadway Operations 4

 Intersection Operations 7

VENTURA COUNTY IMPACT THRESHOLDS 9

PROJECT-GENERATED TRAFFIC 11

 Project Trip Generation 11

 Project Trip Distribution and Assignment 12

POTENTIAL TRAFFIC IMPACTS 14

 Project-Specific Impacts 14

CUMULATIVE (YEAR 2020) ANALYSIS 17

 Cumulative Impacts 19

SITE ACCESS 22

VENTURA COUNTY GENERAL PLAN CONSISTENCY 22

VENTURA COUNTY CONGESTION MANAGEMENT PROGRAM 22

STUDY PARTICIPANTS AND REFERENCES 23

TECHNICAL APPENDIX 24

LIST OF TABLES

Table 1	Existing Roadway Operations	5
Table 2	Existing Intersection Operations	7
Table 3	Minimum Acceptable Level of Service for Roadway Segments	9
Table 4	Thresholds of Significance for Changes in Levels of Service at Intersections	10
Table 5	Project Trip Generation	12
Table 6	Project Trip Distribution	12
Table 7	Existing + Project Daily Roadway Operations	14
Table 8	Existing + Project A.M. Peak Hour Intersection Operations	16
Table 9	Existing + Project P.M. Peak Hour Intersection Operations	17
Table 10	Cumulative + Project Daily Roadway Operations	19
Table 11	Cumulative + Project A.M. Peak Hour Intersection Operations	21
Table 12	Cumulative + Project P.M. Peak Hour Intersection Operations	21

LIST OF FIGURES

Figure 1	Project Site Location/Existing Street Network	2
Figure 2	Project Site Plan	3
Figure 3	Existing Traffic Volumes	6
Figure 4	Existing Lane Geometries and Traffic Controls	8
Figure 5	Project Trip Distribution and Assignment	13
Figure 6	Existing + Project Traffic Volumes	15
Figure 7	Cumulative Traffic Volumes	18
Figure 8	Cumulative + Project Traffic Volumes	20

INTRODUCTION

The following study contains an analysis of the potential traffic impacts associated with the proposed Ventura County Biogenic Energy Park, located at the southern end of Edwards Ranch Road in unincorporated Ventura County, east of Saticoy and west of the City of Santa Paula. The study provides information relative to existing, existing + project, cumulative and cumulative + project traffic conditions within the project study-area. A review of the access to the site also presented.

PROJECT DESCRIPTION

Agromin is requesting a CUP to expand the current 60,000 ton per year agricultural compost facility into a 295,000 ton per year commercial compost facility with energy production components. The proposed project will convert the existing 15-area agricultural compost operation into a 70 area Biogenic Energy Park. Figure 1, illustrates the project site location. Agromin currently operates a commercial composting facility (Oxnard-Shoreline) at 6859 Arnold Road in Oxnard. Agromin will relocate the existing commercial composting operation to the Edward Ranch Road location. The Biogenic Energy Park will operate 7 days a week and employ 52 people. All truck trips and the majority of employees however will work from 7 A.M. to 5 P.M. Monday through Friday.

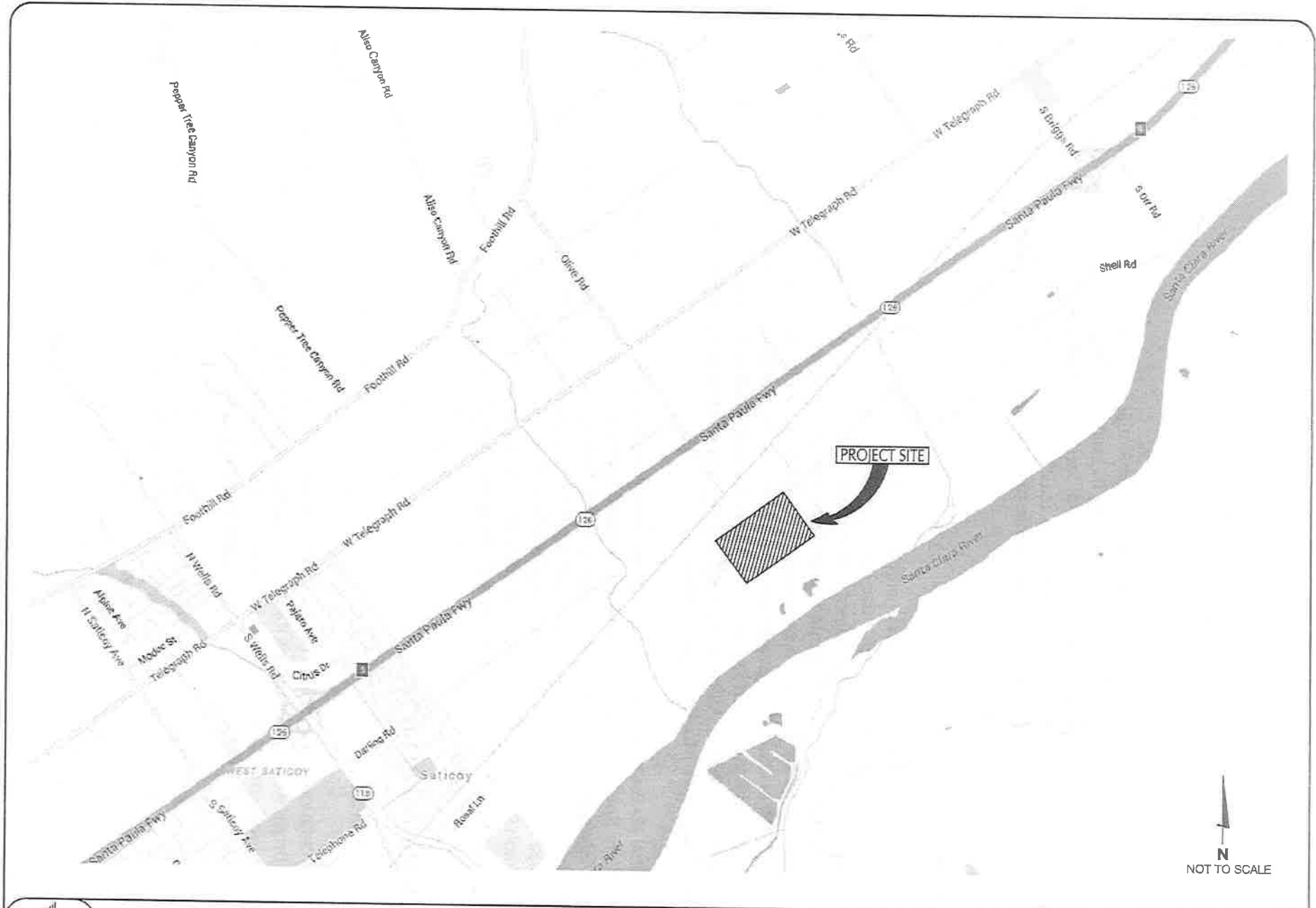
Regional access to the Edward Ranch Road site is provided by the State Route 126/Wells Road and State Route 126/Briggs Road interchanges. Direct access is provided via the Telegraph Road/Edwards Ranch Road intersection. Edwards Ranch Road is a privately maintained road. Edwards Ranch Road serves the Limoneira agricultural land use and the existing agricultural compost facility south of Telegraph Road and State Route 126. The project would improve the Telegraph Road/Edwards Ranch Road intersection by lengthening the westbound left-turn lane from 40 feet to 150 feet and provide a 150 foot eastbound right-turn lane. Figure 2 illustrates the project site plan.

EXISTING CONDITIONS

Street Network

The circulation system is comprised of State Route 126, Wells Road, Telegraph Road, Todd Road, Briggs Road and Edwards Ranch Road which serve as the major arterials, collectors and private local streets, as illustrated in Figure 1. The following text provides a brief discussion of the primary components of the study-area street network.

State Route 126, (Santa Paula Freeway) is a 4-lane east-west arterial. This facility provides regional access to Santa Paula. State Route 126 connects Santa Paula to the City of Ventura and U.S. Highway 101 on the west and the City of Fillmore and Interstate 5 to the east. The State Route 126/Los Angeles Avenue-Wells Road and State Route 126/Briggs Road interchanges provide regional access to the project site.

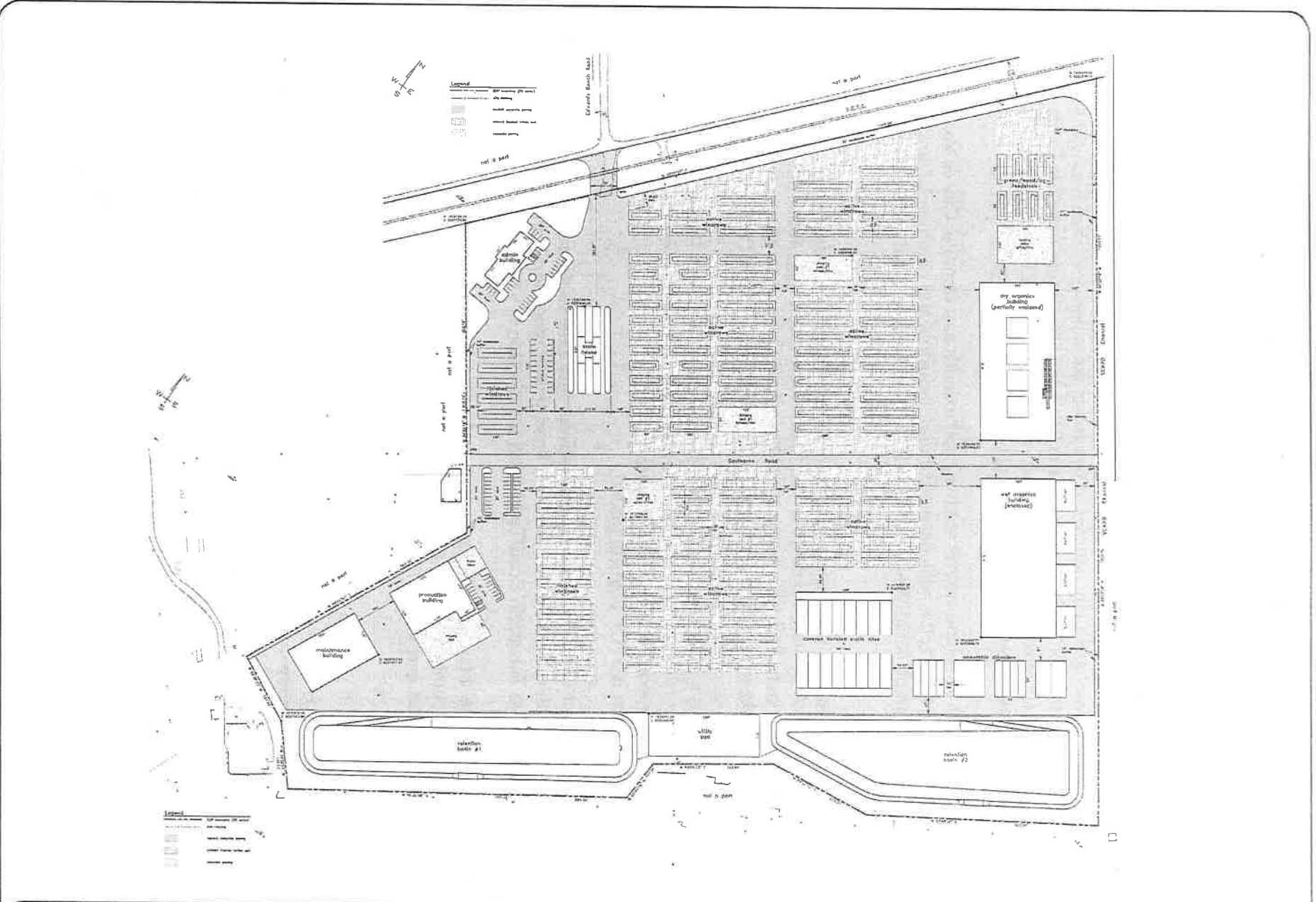


ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE LOCATION/EXISTING STREET NETWORK

FIGURE 1

MMF - #14050



Wells Road, is a 2- to 4-lane arterial roadway extends south from Foothill Road until it becomes Los Angeles Avenue at a point south of Telephone Road in the County of Ventura. South of State Route 126 the roadway is also a state facility (State Route 118). The roadway contains five travel lanes and a raised median from State Route 126 to Carlos Street. North of Carlos Street the roadway gradually narrows to two travel lanes and a median two-way left-turn lane. The intersections of Wells Road/Telegraph Road and State Route 126 eastbound off-ramp/Wells Road are signalized. The Wells Road interchange would be the primary route project trucks would use to serve western Ventura County.

Telegraph Road, is a 2- to 4-lane arterial roadway that extends east from the City of Ventura through to Santa Paula serving the adjacent agricultural, industrial and commercial land uses in the area. The Telegraph Road/Wells Road and Telegraph/Briggs Road intersections are signalized.

Briggs Road, located east of the site, is a 2-lane roadway that extends south from Foothill Road to Pinkerton Road south of State Route 126. The State Route 126/Briggs Road interchange ramps are STOP-sign controlled. The Briggs Road interchange would be the primary route project trucks would use to serve Los Angeles County to eastern Ventura County.

Edwards Ranch Road, is a 2-lane private roadway that extends south from Telegraph Road to the project site south of State Route 126. Edwards Ranch Road serves the Limoneira agricultural uses and the existing agricultural composting facility. The Telegraph Road/Edwards Ranch Road intersection is STOP-Sign controlled.

Todd Road, located east of the site, is a 2-lane roadway that extends south from Telegraph Road to Shell Road south of State Route 126. Todd Road serves agricultural land uses and the Ventura County jail. The Telegraph Road/Todd Road intersection is STOP-Sign controlled.

Faulkner Road, is a 2- to 4-lane arterial roadway that extends west from Peck Road through the adjacent industrial/commercial and agricultural area past Briggs Road. There are gaps in link between Peck Road and Briggs Road. The Briggs Road/Faulkner Road intersection is STOP-Sign controlled.

Roadway Operations

The following section reviews average daily traffic (ADT) volumes and roadway operations in the study-area. The operational characteristics of the study-area roadways are analyzed based on a set of standard Ventura County roadway design capacities which are summarized in the Technical Appendix. In rating a roadway's operating condition, "Levels of Service" (LOS) "A" through "F" are used. LOS "A" and LOS "B" represent primarily free-flow operations, LOS "C" represents stable conditions, LOS "D" nears unstable operations with restrictions on maneuverability within traffic streams, LOS "E" represents unstable operations with maneuverability very limited, and LOS "F" represents breakdown or forced flow conditions. LOS "D" is considered acceptable for County thoroughfares in the unincorporated areas of the

County and LOS "C" for all County maintained local roads.

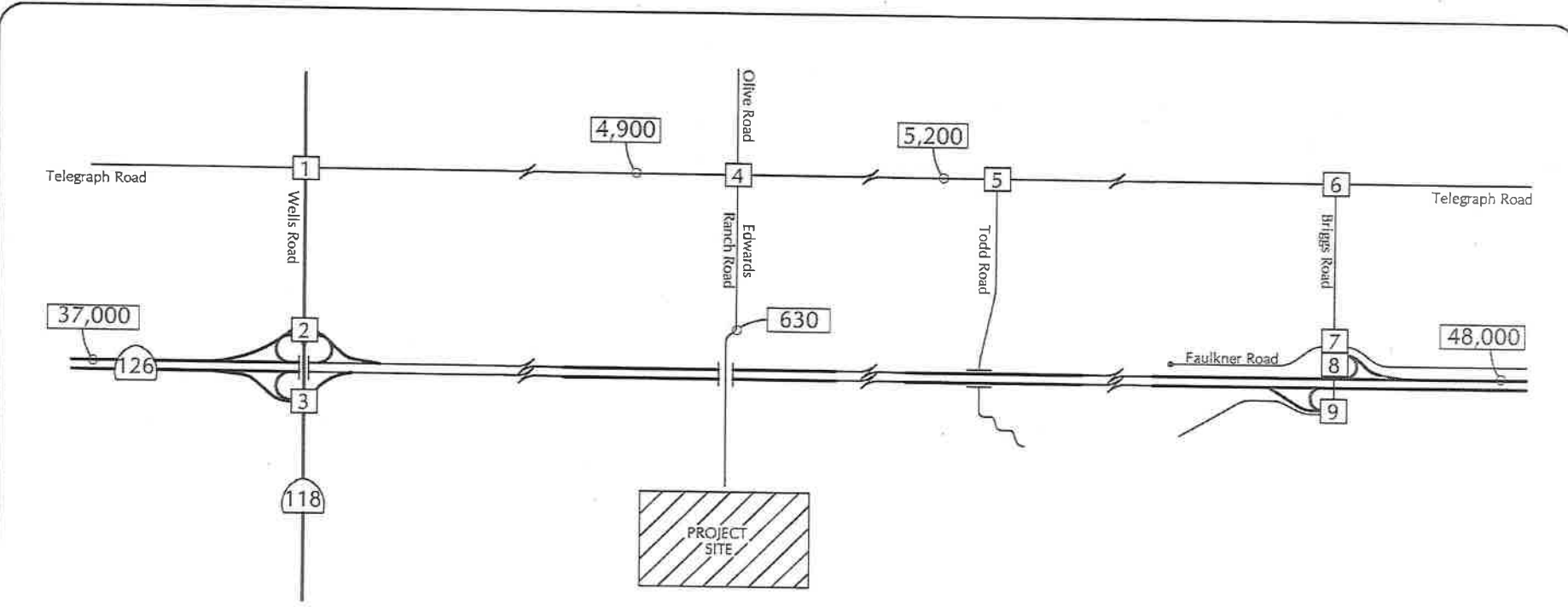
Existing ADT volumes for the street segments in the vicinity of the project site were obtained from data collected by Caltrans¹ and by ATE. Table 1 lists the existing ADT for study-area roadways and summarizes their operations. Figure 3 illustrates the existing ADT volumes.

Table 1
Existing Roadway Operations

Roadway	Roadway Type	ADT	LOS
State Route 126			
- east of Briggs Road	4-Lane Freeway	48,000	LOS B
- west of Wells Road	4-Lane Freeway	37,000	LOS B
Telegraph Road			
- east of Edwards Ranch Road	2-Lane Roadway	5,200	LOS B
- west of Edwards Ranch Road	2-Lane Roadway	4,900	LOS B
Edwards Ranch Road			
- south of Telegraph Road	2-Lane Roadway	630	LOS A

The data presented in Table 1 indicate that the study-area freeway and local roadway segments currently operate in the LOS "A" - "B" range based on Ventura County roadway design capacities.

¹ 2015 Traffic Volumes on California State Highways, California Department of Transportation, June 2016.



<table border="1"> <tr> <td>43(10) 240(237) 30(57)</td> <td>(44)14 (198)98 (205)145</td> </tr> <tr> <td>36(25) 170(83) 158(140)</td> <td>(102)191 (140)225 (136)166</td> </tr> </table>	43(10) 240(237) 30(57)	(44)14 (198)98 (205)145	36(25) 170(83) 158(140)	(102)191 (140)225 (136)166	<table border="1"> <tr> <td>1227(1450) 88(74)</td> <td></td> </tr> <tr> <td>238(103) 283(172)</td> <td>(600)1077 (636)820</td> </tr> </table>	1227(1450) 88(74)		238(103) 283(172)	(600)1077 (636)820	<table border="1"> <tr> <td></td> <td>(293)193 (12)3</td> </tr> <tr> <td>315(143) 15(22)</td> <td>(4)43 (6)39</td> </tr> </table>		(293)193 (12)3	315(143) 15(22)	(4)43 (6)39	<table border="1"> <tr> <td>9(6) 131(159) 0(4)</td> <td>(6)8 (14)4</td> </tr> <tr> <td>0(1) 3(1)</td> <td>(4)21 (150)173 (5)1</td> </tr> </table>	9(6) 131(159) 0(4)	(6)8 (14)4	0(1) 3(1)	(4)21 (150)173 (5)1	<table border="1"> <tr> <td>23(35) 71(28)</td> <td>(5)52 (20)43</td> </tr> <tr> <td>126(72) 25(49)</td> <td></td> </tr> </table>	23(35) 71(28)	(5)52 (20)43	126(72) 25(49)	
43(10) 240(237) 30(57)	(44)14 (198)98 (205)145																							
36(25) 170(83) 158(140)	(102)191 (140)225 (136)166																							
1227(1450) 88(74)																								
238(103) 283(172)	(600)1077 (636)820																							
	(293)193 (12)3																							
315(143) 15(22)	(4)43 (6)39																							
9(6) 131(159) 0(4)	(6)8 (14)4																							
0(1) 3(1)	(4)21 (150)173 (5)1																							
23(35) 71(28)	(5)52 (20)43																							
126(72) 25(49)																								
<table border="1"> <tr> <td>600(724) 191(316)</td> <td>(175)93</td> </tr> <tr> <td>720(823)</td> <td>(205)204 (434)051</td> </tr> </table>	600(724) 191(316)	(175)93	720(823)	(205)204 (434)051	<table border="1"> <tr> <td>24(22) 3(1) 11(6)</td> <td>(17)16 (283)206 (3)12</td> </tr> <tr> <td>17(16) 290(142) 6(18)</td> <td>(5)12 (5)1 (11)29</td> </tr> </table>	24(22) 3(1) 11(6)	(17)16 (283)206 (3)12	17(16) 290(142) 6(18)	(5)12 (5)1 (11)29	<table border="1"> <tr> <td>15(24) 26(90) 3(11)</td> <td>(69)17 (236)146 (155)64</td> </tr> <tr> <td>22(5) 270(87) 60(47)</td> <td>(32)93 (25)39 (60)38</td> </tr> </table>	15(24) 26(90) 3(11)	(69)17 (236)146 (155)64	22(5) 270(87) 60(47)	(32)93 (25)39 (60)38	<table border="1"> <tr> <td>74(14) 73(60)</td> <td>(96)47 (28)19</td> </tr> <tr> <td></td> <td>(2)241 (62)134</td> </tr> </table>	74(14) 73(60)	(96)47 (28)19		(2)241 (62)134					
600(724) 191(316)	(175)93																							
720(823)	(205)204 (434)051																							
24(22) 3(1) 11(6)	(17)16 (283)206 (3)12																							
17(16) 290(142) 6(18)	(5)12 (5)1 (11)29																							
15(24) 26(90) 3(11)	(69)17 (236)146 (155)64																							
22(5) 270(87) 60(47)	(32)93 (25)39 (60)38																							
74(14) 73(60)	(96)47 (28)19																							
	(2)241 (62)134																							

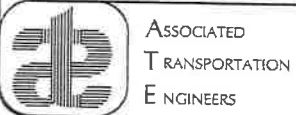
LEGEND
 (XX)XX - (A.M.)P.M. Peak Hour Volume



NOT TO SCALE

EXISTING TRAFFIC VOLUMES

FIGURE 3



ASSOCIATED
TRANSPORTATION
ENGINEERS

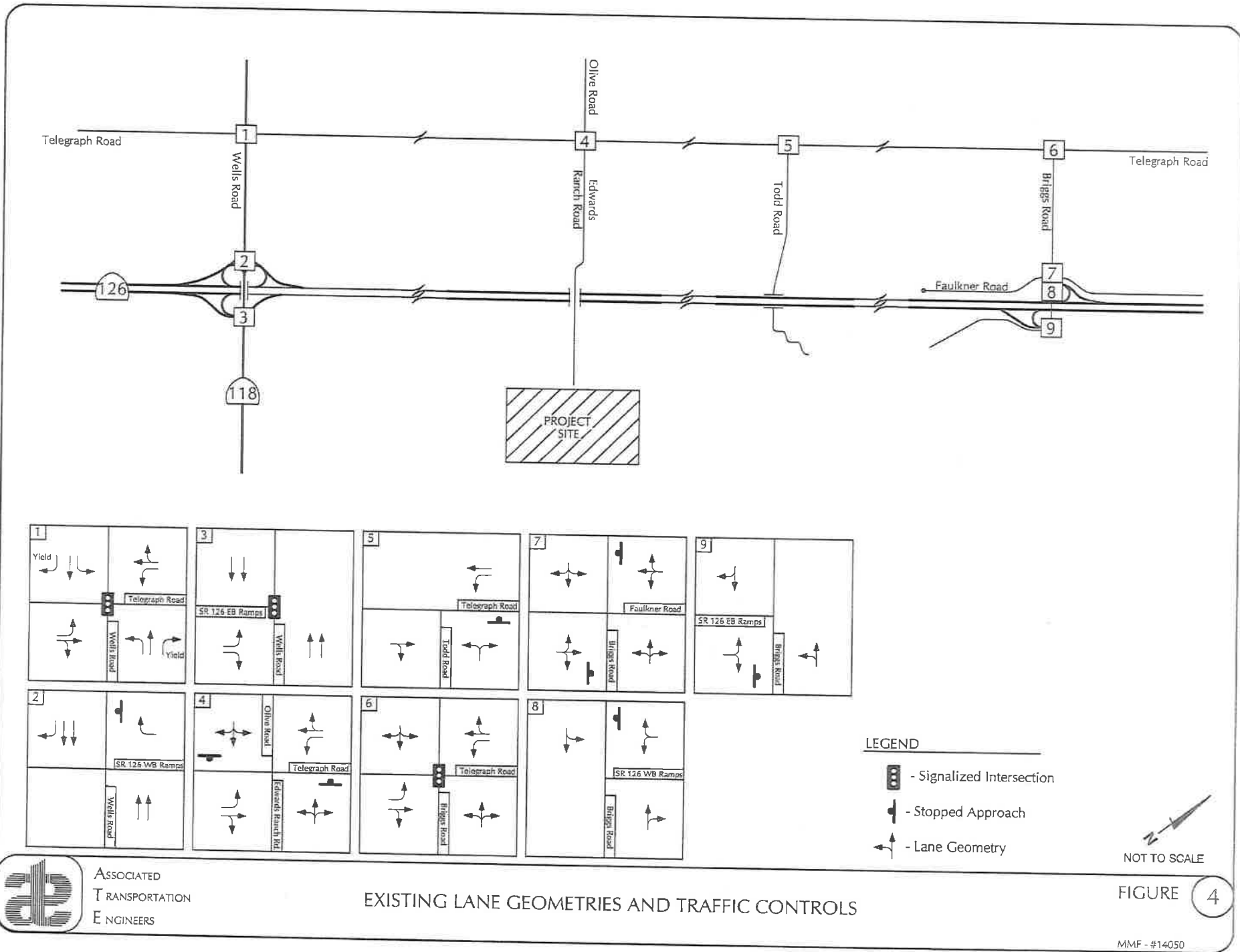
Intersections Operations

Existing levels of service for the study-area intersection were calculated using the Intersection Capacity Utilization methodology for signalized intersections and the Highway Capacity Manual unsignalized methodology as required by Ventura County. Worksheets illustrating the level of service calculations are contained in the Technical Appendix for reference. Table 2 lists the existing intersection level of service for the study-area intersections. Figure 3 illustrates the existing A.M. and P.M. peak hour traffic volumes. The existing lane geometries and traffic controls for the study-area intersections are illustrated on Figure 4.

Table 2
Existing Intersection Operations

Intersection	Control	Existing Conditions	
		A.M. Peak Hour	P.M. Peak Hour
		Delay/ICU-LOS	Delay/ICU-LOS
Telegraph Road/Wells Road	Signal	0.50- LOS A	0.52-LOS A
State Route 126 EB Ramp/Wells Road	Signal	0.56-LOS A	0.56-LOS A
Telegraph Road/Edwards Ranch Road	STOP-Sign	11.4 sec./LOS B	12.3 sec./LOS B
Telegraph Road/Todd Road	STOP-Sign	9.2 sec./LOS A	12.3 sec./LOS B
Telegraph Road/Briggs Road	Signal	0.34-LOS A	0.38-LOS A
Briggs Road/Faulkner Road	STOP-Sign	9.6 sec./LOS A	8.9 sec./LOS A
State Route 126 WB Ramps/Briggs Road	STOP-Sign	8.6 sec./LOS A	8.6 sec./LOS A
State Route 126 EB Ramps/Briggs Road	STOP-Sign	8.9 sec./LOS A	9.5 sec./LOS A

The delayed movements at the study-area intersections operate in the LOS "A"- "B" range during the A.M. and P.M. peak hour period as indicated in Table 2.



EXISTING LANE GEOMETRIES AND TRAFFIC CONTROLS

FIGURE 4

MMF - #14050



ASSOCIATED
TRANSPORTATION
ENGINEERS

VENTURA COUNTY IMPACT THRESHOLDS

The County of Ventura has established LOS "D" as the design criteria for all County thoroughfares in the unincorporated areas of the County and LOS "C" for all County maintained local roads. In the immediate vicinity of the project site, no roadways have been designated as an impacted location on the Ventura County regional roadway system.

The thresholds outlined below were used to assess the significance of the impacts associated with the traffic generated by the project. The County of Ventura has adopted these thresholds.

Table 3
Minimum Acceptable Level of Service For Roadway Segments

County of Ventura - Minimum Acceptable Level of Service		
Case	Minimum LOS	Description
a.	LOS D	All County thoroughfares and state highways within the unincorporated area of the County, except as provided in case b.
b.	LOS E	State Route 33 between the end of the freeway and the City of Ojai.
c.	LOS C	All County maintained local roads.
d.	Varies	The LOS prescribed by the applicable city for all state highways, city thoroughfares, and city maintained local roads located within that city, if the city has formerly adopted General Plan policies, ordinances or a reciprocal agreement with the County, pertaining to development in the city that would individually or cumulatively affect the LOS of state highways, county thoroughfares and county-maintained local roads in the unincorporated are of the County.
e.		County LOS standards are applicable for any City that has not adopted its own standards.

At any intersection between two roads, each of which has a prescribed minimum acceptable LOS, the less stringent LOS of the two shall be the minimum acceptable LOS of that intersection.

Changes in Level of Service - Potentially Significant changes in LOS at intersections on the Regional Road Network is shown in the following Table 4:

**Table 4
Threshold of Significance for Changes in Levels of Service at Intersections**

SIGNIFICANT CHANGES IN LOS	
Intersection LOS (including project)	Increase in V/C or Trips greater than
LOS A	0.20
LOS B	0.15
LOS C	0.10
LOS D	10 trips
LOS E	5 trips
LOS F	1 trip

The County's Environmental Assessment Guidelines provide the following standards for determining project-specific and cumulative impacts to the County Regional Road Network:

Project-Specific Impact - A significant adverse project-specific traffic impact is assumed to occur on any intersections if the project will change the V/C ratio or add PHT to impacted intersections that exceed the thresholds established in Table 4.

Cumulative Impacts - A significant adverse cumulative traffic impact is assumed to occur at any intersection if any one of the following results from the project:

- a. If the project will add one or more PHT to the critical movements at an intersection that is part of the regional road network and is projected to cause a LOS change greater than the thresholds defined in Table 4 by the year 2020.
- b. If the project will add 10 or more PHT to an intersection which is on the regional road network projected to operate at an acceptable LOS by the year 2020, but when considered with other approved proposed and reasonably foreseeable future projects, will cause the V/C or trip thresholds in Table 4 to be exceeded.

All projects that generate traffic contribute to cumulative traffic impact. The analysis of cumulative traffic impacts as contained in the Final Subsequent EIR prepared for the County General Plan Update (2005) and subsequent addendum (2007), would normally be considered sufficient cumulative analysis of traffic impacts. In such cases, payment of TIMF's is intended

to mitigate the projects contribution to the cumulative traffic impacts of intersections outside of the Ojai Valley.

If the project involves County General Plan land use designation changes, zone changes or intensification of use, such that the projects impacts could not have been anticipated and were not included in either analysis for the current General plan or TIMF Program, or the project is located within the boundaries of the Ojai Area Plan, additional cumulative impact analysis and mitigation measures may be required at the discretion of the Director, County PWA - Transportation Department.

PROJECT-GENERATED TRAFFIC

Project Trip Generation

For the purpose of estimating the number of trips which would be generated by the "project", ATE used operation data supplied by the applicant. The proposed project will convert the existing 15-area agricultural compost operation into a 70 area Biogenic Energy Park. Agromin currently operates a commercial composting facility (Oxnard-Shoreline) at 6859 Arnold Road in Oxnard. Agromin will relocate the existing commercial composting operation to the Edward Ranch Road location. The Biogenic Energy Park will operate 7 days a week and employ 52 people. All truck trips and the majority of employees however will work from 7 A.M. to 5 P.M. Monday through Friday. The facility will operate with 10 office employees on day shift, 8 waste and maintenance employees on day shift, 20 material processing employees on two shifts, 10 packaging employees on two shifts and 4 outdoor processing employees on day shift. The operation level assumed for this "project" is based upon the following criteria. During a **peak** operational day, there could be up to 628 truck trips to/from the facility. Approximately 6 percent of the daily truck trips will occur during the typical peak one hour commute period between **7:00 - 9:00 A.M.** and 4 percent will occur during the **4:00 - 6:00 P.M. period**. The following represents the maximum daily operations that potentially could occur:

Truck Trips:	323 in and 323 out
Employees:	52 employees
	- 10 Office - scheduled to work 7:00 A.M. - 5:00 P.M.
	- 8 Waste and Maintenance - scheduled to work 7:00 A.M. - 5:00 P.M.
	- 20 Material Processing on two shifts all in place prior to the 7:00 - 9:00 A.M. peak hour period and the 4:00 - 6:00 P.M. peak hour period.
	- 10 Packaging on two shifts all in place prior to the 7:00 - 9:00 A.M. peak hour period and the 4:00 - 6:00 P.M. peak hour period.
	- 4 Outdoor Processing - scheduled to work Sunrise to Sunset
Visitors:	10 in and 10 out

During the typical peak one hour commute period between **7:00 - 9:00 A.M. and 4:00 - 6:00 P.M.** the project's trip generation is presented in Table 5.

**Table 5
Project Trip Generation**

Project Land Use	PDT*	A.M. Peak Hour			P.M. Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Existing Use:</u>							
Compost Facility	114	2	2	4	2	13	15
<u>Proposed Use:</u>							
Biogenic Energy Park	770	20	17	37	12	36	48
Net Change	+ 656	+18	+15	+33	+10	+23	+33

* PDT: Peak Daily Trips

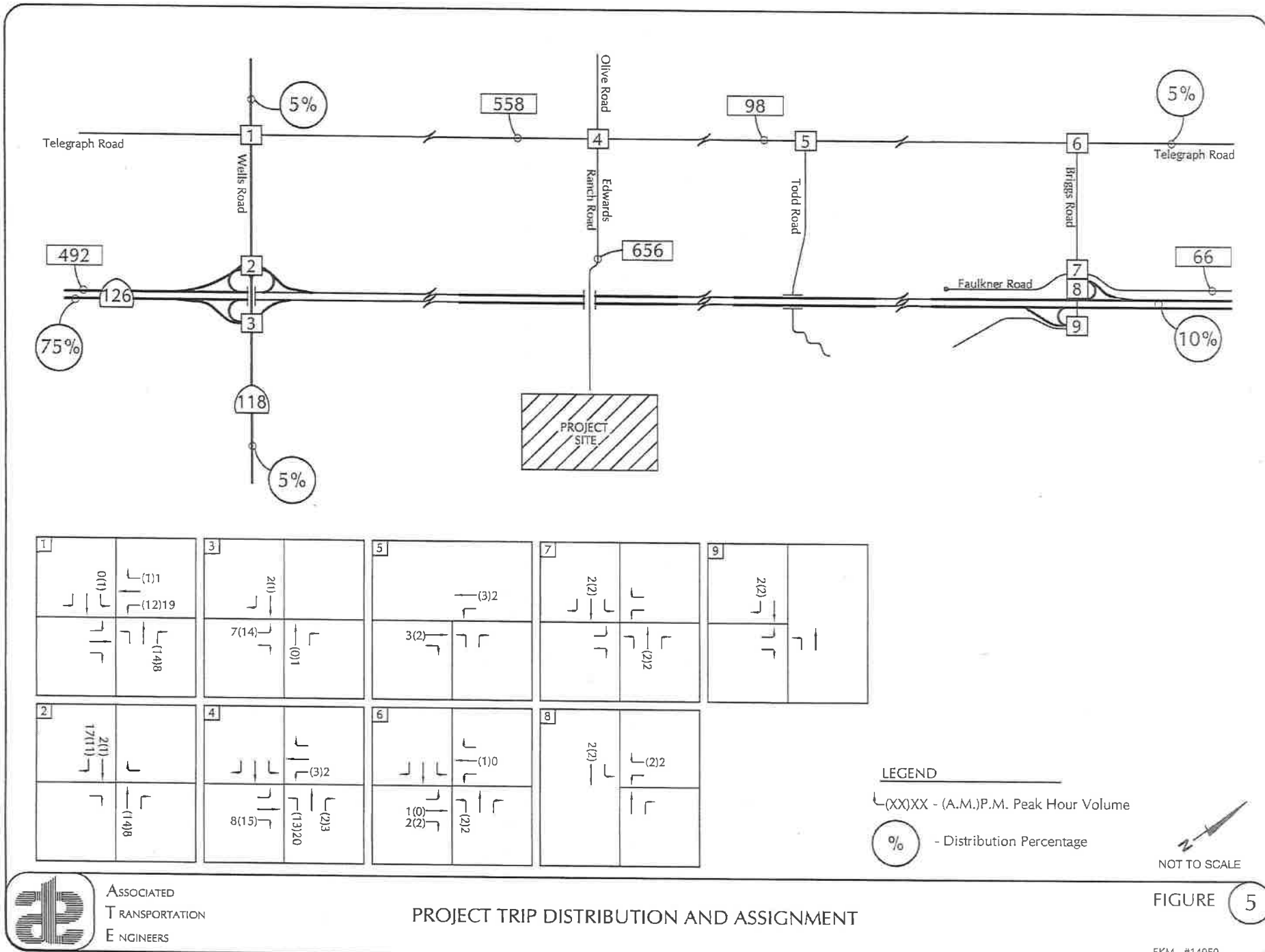
The proposed Biogenic Energy Park would result in a net increase of 656 average daily trips, 33 A.M. peak hour trips and 33 P.M. peak hour trips.

Project Trip Distribution and Assignment

Trip distribution for the project was developed based on peak hour operational data provided by the applicant to ATE for use in this traffic study. The project will make and receive deliveries primarily to the east and west via State Route 126. Project-generated traffic was distributed and assigned to the study-area street system as presented in Table 6. Figure 5 illustrates the distribution and assignment of project-generated **peak day** traffic volumes.

**Table 6
Project Trip Distribution**

Route	Origin/Destination	Percent
State Route 126	East	10%
	West	75%
Wells Road/Los Angeles Avenue	North	5%
	South	5%
Telegraph Road	East	5%
Total:		100%



PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

POTENTIAL TRAFFIC IMPACTS

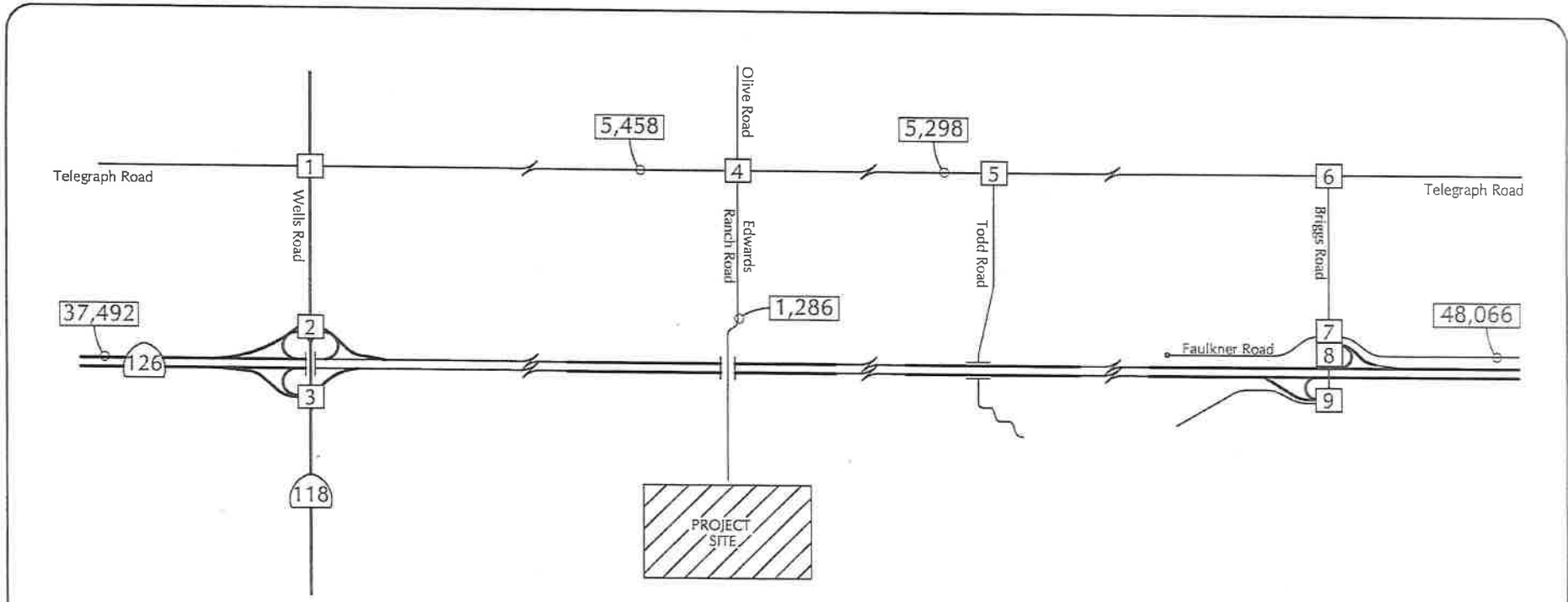
Project-Specific Impacts

Roadway. Roadway volumes and level of service for the existing and existing + project conditions are listed in Table 7. The existing + project roadway volumes are illustrated in Figure 6.

Table 7
Existing + Project Daily Roadway Operations

Roadway Segment	Roadway Type	ADT			
		Existing	Existing + Project	LOS	Impact
State Route 126					
- east of Briggs Road	4-Lane Freeway	48,000	48,066	LOS B	No
- west of Wells Road	4-Lane Freeway	37,000	37,492	LOS B	No
Telegraph Road					
- east of Edwards Ranch Road	2-Lane Roadway	5,200	5,298	LOS B	No
- west of Edwards Ranch Road	2-Lane Roadway	4,900	5,458	LOS B	No
Edwards Ranch Road					
- south of Telegraph Road	2-Lane Roadway	630	1,286	LOS A	No

The data in Table 6 show that the addition of project traffic to the State Route 126 and the adjacent roadways would not significantly impact the study-area roadway segments based on Ventura County impact criteria.



<p>1</p> <table border="1"> <tr> <td>43(11)</td> <td>(45)15</td> </tr> <tr> <td>240(237)</td> <td>(198)98</td> </tr> <tr> <td>30(57)</td> <td>(217)164</td> </tr> <tr> <td>36(25)</td> <td>(116)199</td> </tr> <tr> <td>170(83)</td> <td>(140)225</td> </tr> <tr> <td>158(140)</td> <td>(136)166</td> </tr> </table>	43(11)	(45)15	240(237)	(198)98	30(57)	(217)164	36(25)	(116)199	170(83)	(140)225	158(140)	(136)166	<p>2</p> <table border="1"> <tr> <td>602(725)</td> <td>(175)93</td> </tr> <tr> <td>208(327)</td> <td>(285)204</td> </tr> <tr> <td>720(823)</td> <td>(448)859</td> </tr> </table>	602(725)	(175)93	208(327)	(285)204	720(823)	(448)859	<p>3</p> <table border="1"> <tr> <td>1229(1451)</td> <td>(608)1077</td> </tr> <tr> <td>08(74)</td> <td>(636)821</td> </tr> <tr> <td>245(117)</td> <td>(17)16</td> </tr> <tr> <td>283(172)</td> <td>(283)206</td> </tr> <tr> <td></td> <td>(6)14</td> </tr> <tr> <td></td> <td>(7)15</td> </tr> <tr> <td></td> <td>(5)1</td> </tr> <tr> <td></td> <td>(24)49</td> </tr> </table>	1229(1451)	(608)1077	08(74)	(636)821	245(117)	(17)16	283(172)	(283)206		(6)14		(7)15		(5)1		(24)49	<p>4</p> <table border="1"> <tr> <td>24(22)</td> <td>(69)17</td> </tr> <tr> <td>3(1)</td> <td>(237)146</td> </tr> <tr> <td>11(6)</td> <td>(1)155)64</td> </tr> <tr> <td>17(16)</td> <td>(32)93</td> </tr> <tr> <td>290(142)</td> <td>(25)39</td> </tr> <tr> <td>14(33)</td> <td>(62)40</td> </tr> </table>	24(22)	(69)17	3(1)	(237)146	11(6)	(1)155)64	17(16)	(32)93	290(142)	(25)39	14(33)	(62)40	<p>5</p> <table border="1"> <tr> <td>318(145)</td> <td>(4)43</td> </tr> <tr> <td>15(22)</td> <td>(6)39</td> </tr> <tr> <td></td> <td>(296)195</td> </tr> <tr> <td></td> <td>(12)3</td> </tr> </table>	318(145)	(4)43	15(22)	(6)39		(296)195		(12)3	<p>6</p> <table border="1"> <tr> <td>15(24)</td> <td>(98)49</td> </tr> <tr> <td>26(90)</td> <td>(28)19</td> </tr> <tr> <td>3(11)</td> <td>(22)41</td> </tr> <tr> <td>22(5)</td> <td>(62)134</td> </tr> <tr> <td>271(87)</td> <td></td> </tr> <tr> <td>62(49)</td> <td></td> </tr> </table>	15(24)	(98)49	26(90)	(28)19	3(11)	(22)41	22(5)	(62)134	271(87)		62(49)		<p>7</p> <table border="1"> <tr> <td>9(6)</td> <td>(6)8</td> </tr> <tr> <td>133(161)</td> <td>(14)4</td> </tr> <tr> <td>0(4)</td> <td>(4)21</td> </tr> <tr> <td>0(1)</td> <td>(152)175</td> </tr> <tr> <td>3(1)</td> <td>(5)1</td> </tr> </table>	9(6)	(6)8	133(161)	(14)4	0(4)	(4)21	0(1)	(152)175	3(1)	(5)1	<p>8</p> <table border="1"> <tr> <td>74(114)</td> <td>(98)49</td> </tr> <tr> <td>75(62)</td> <td>(28)19</td> </tr> <tr> <td></td> <td>(22)41</td> </tr> <tr> <td></td> <td>(62)134</td> </tr> </table>	74(114)	(98)49	75(62)	(28)19		(22)41		(62)134	<p>9</p> <table border="1"> <tr> <td>23(35)</td> <td>(55)52</td> </tr> <tr> <td>73(30)</td> <td>(20)43</td> </tr> <tr> <td>126(72)</td> <td></td> </tr> <tr> <td>25(49)</td> <td></td> </tr> </table>	23(35)	(55)52	73(30)	(20)43	126(72)		25(49)	
43(11)	(45)15																																																																																																			
240(237)	(198)98																																																																																																			
30(57)	(217)164																																																																																																			
36(25)	(116)199																																																																																																			
170(83)	(140)225																																																																																																			
158(140)	(136)166																																																																																																			
602(725)	(175)93																																																																																																			
208(327)	(285)204																																																																																																			
720(823)	(448)859																																																																																																			
1229(1451)	(608)1077																																																																																																			
08(74)	(636)821																																																																																																			
245(117)	(17)16																																																																																																			
283(172)	(283)206																																																																																																			
	(6)14																																																																																																			
	(7)15																																																																																																			
	(5)1																																																																																																			
	(24)49																																																																																																			
24(22)	(69)17																																																																																																			
3(1)	(237)146																																																																																																			
11(6)	(1)155)64																																																																																																			
17(16)	(32)93																																																																																																			
290(142)	(25)39																																																																																																			
14(33)	(62)40																																																																																																			
318(145)	(4)43																																																																																																			
15(22)	(6)39																																																																																																			
	(296)195																																																																																																			
	(12)3																																																																																																			
15(24)	(98)49																																																																																																			
26(90)	(28)19																																																																																																			
3(11)	(22)41																																																																																																			
22(5)	(62)134																																																																																																			
271(87)																																																																																																				
62(49)																																																																																																				
9(6)	(6)8																																																																																																			
133(161)	(14)4																																																																																																			
0(4)	(4)21																																																																																																			
0(1)	(152)175																																																																																																			
3(1)	(5)1																																																																																																			
74(114)	(98)49																																																																																																			
75(62)	(28)19																																																																																																			
	(22)41																																																																																																			
	(62)134																																																																																																			
23(35)	(55)52																																																																																																			
73(30)	(20)43																																																																																																			
126(72)																																																																																																				
25(49)																																																																																																				

LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume



NOT TO SCALE

EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6



ASSOCIATED
TRANSPORTATION
ENGINEERS

Intersection. Intersection operations of the existing and existing + project conditions during the A.M. and P.M. peak hours are listed in Tables 8 and 9. Figure 6 illustrates the A.M. and P.M. peak hour existing + project traffic volumes. As stated previously, both the project peak day and project average day peak hour volumes are the same. The project would improve the Telegraph Road/Edwards Ranch Road intersection by lengthening the westbound left-turn lane from 40 feet to 150 feet and provide a 150 foot eastbound right-turn lane.

**Table 8
Existing + Project A.M. Peak Hour Intersection Operations**

Intersection	Control	A.M. Peak Hour	
		Existing	Existing + Project
		Delay/ICU-LOS	Delay/ICU-LOS
Telegraph Road/Wells Road	Signal	0.50-LOS A	0.51-LOS A
State Route 126 EB Ramps/Wells Road	Signal	0.56-LOS A	0.56-LOS A
Telegraph Road/Edwards Ranch Road	STOP-Sign	11.4 sec./LOS B	11.7 sec./LOS B
Telegraph Road/Todd Road	STOP-Sign	9.2 sec./LOS A	9.2 sec./LOS A
Telegraph Road/Briggs Road	Signal	0.34-LOS A	0.35-LOS A
Briggs Road/Faulkner Road	STOP-Sign	9.6 sec./LOS A	9.6 sec./LOS A
State Route 126 WB Ramps/Briggs Road	STOP-Sign	8.6 sec./LOS A	8.6 sec./LOS A
State Route 126 EB Ramps/Briggs Road	STOP-Sign	8.9 sec./LOS A	8.9 sec./LOS A

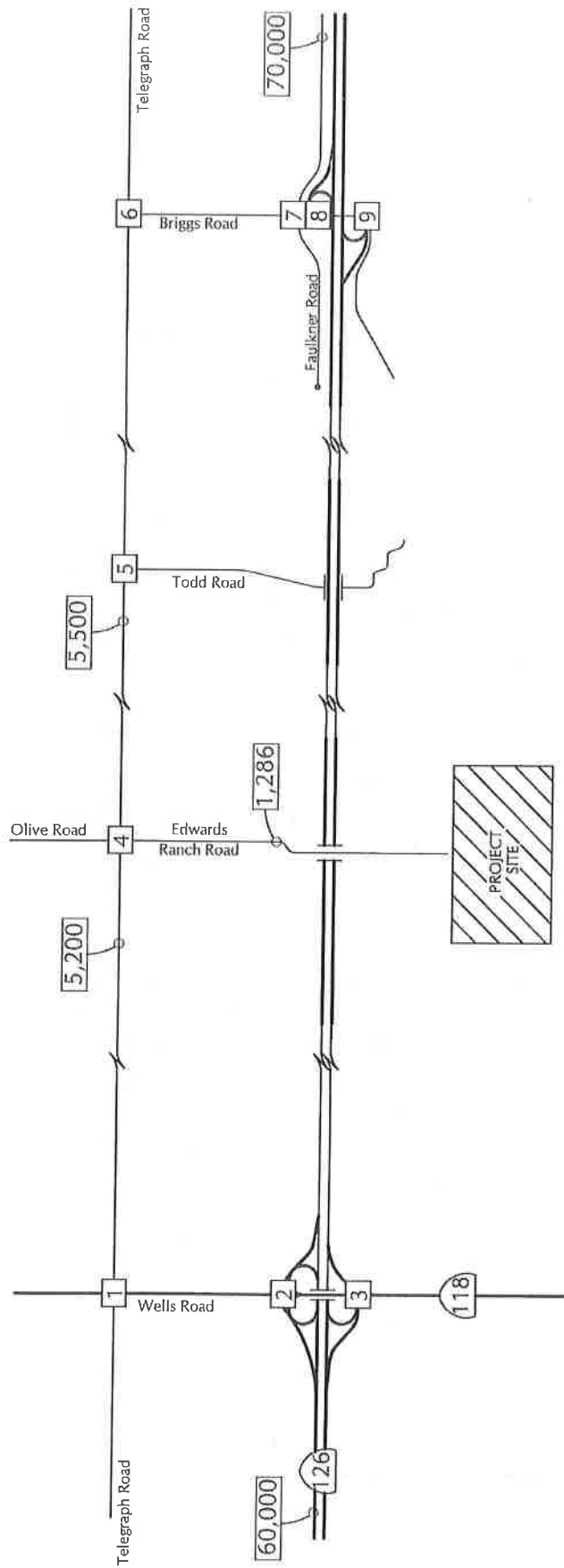
**Table 9
Existing + Project P.M. Peak Hour Intersection Operations**

Intersection	Control	P.M. Peak Hour	
		Existing	Existing + Project
		Delay/ICU-LOS	Delay/ICU-LOS
Telegraph Road/Wells Road	Signal	0.52-LOS A	0.53-LOS A
State Route 126 EB Ramps/Wells Road	Signal	0.56-LOS A	0.56-LOS A
Telegraph Road/Edwards Ranch Road	STOP-Sign	12.3 sec./LOS B	13.2 sec./LOS B
Telegraph Road/Todd Road	STOP-Sign	12.3 sec./LOS B	0.0 sec./LOS A
Telegraph Road/Briggs Road	Signal	0.38-LOS A	0.38-LOS A
Briggs Road/Faulkner Road	STOP-Sign	8.9 sec./LOS A	8.9 sec./LOS A
State Route 126 WB Ramps/Briggs Road	STOP-Sign	8.6 sec./LOS A	8.6 sec./LOS A
State Route 126 EB Ramps/Briggs Road	STOP-Sign	9.5 sec./LOS A	9.6 sec./LOS A

The data in Tables 8 and 9 shows that the addition of project traffic would not significantly impact the study-area intersections during the A.M. and P.M. peak hour periods.

CUMULATIVE (YEAR 2025) ANALYSIS

The following section discusses the cumulative (Year 2025) scenario which includes the traffic generated by the project. The General Plan Buildout traffic volumes used in the City of Ventura General Plan Final EIR and the City of Santa Paula Fee Program Update were used to generate the cumulative traffic volumes for the following cumulative analysis. The cumulative traffic analysis assumes that State Route 126 is widened to 6-lanes in each direction as planned by the Ventura County Transportation Commission. The cumulative traffic volumes are illustrated on Figure 7.



1	10(10) 200(270) 30(50)	40(20) 190(50) 220(220)	10(20) (150)110 (310)130	1730(2660) 60(80)	320(90) 600(160)	(600)1560 (870)1430	25(30) 5(5) 15(10)	20(20) 290(142) 10(20)	690(780) 250(350)	760(850)	(200)120	(300)225 (460)880
2												
3												
4												
5												
6												
7												
8												
9												

LEGEND

(XXX)XX - (A.M.)P.M. Peak Hour Volume NOT TO SCALE

FIGURE 7

CUMULATIVE TRAFFIC VOLUMES



EKM - #14050

Cumulative Impacts

Levels of service were calculated for the study-area roadway and intersection and discussed in the following text. Intersection LOS worksheets are contained in the Technical Appendix.

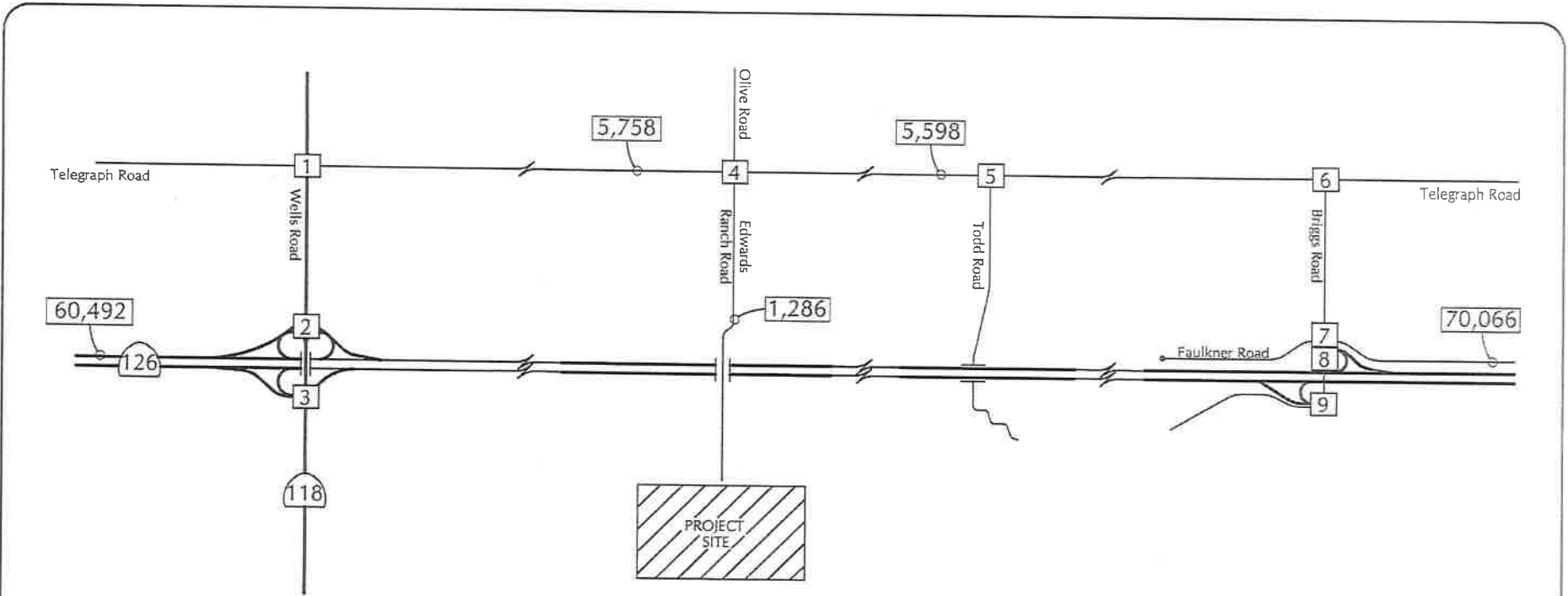
Roadways. Roadway volumes and LOS for the cumulative and cumulative + project conditions are listed in Table 10 and illustrated in Figure 8.

Table 10
Cumulative + Project Daily Roadway Operations

Roadway Segment	Roadway Type	ADT			
		Cumulative	Cumulative + Project	LOS	Impact
State Route 126					
- east of Briggs Road	6-Lane Freeway	70,000	70,066	LOS B	No
- west of Wells Road	6-Lane Freeway	60,000	60,492	LOS B	No
Telegraph Road					
- east of Edwards Ranch Road	2-Lane Roadway	5,500	5,598	LOS B	No
- west of Edwards Ranch Road	2-Lane Roadway	5,200	5,758	LOS C	No
Edwards Ranch Road					
- south of Telegraph Road	2-Lane Roadway	630	1,286	LOS B	No

The data in Table 10 show that the addition of project traffic to the State Route 126 and the adjacent roadways would not significantly impact the study-area roadway segments based on Ventura County impact criteria.

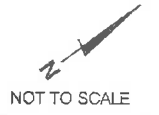
Intersections. Intersection operations of the cumulative and cumulative + project conditions during the A.M. and P.M. peak hours are listed in Tables 11 and 12. Figure 8 illustrates the A.M. and P.M. peak hour cumulative + project traffic volumes.



<table border="1"> <tr> <td>10(11)</td> <td>(11)21</td> </tr> <tr> <td>200(270)</td> <td>(150)110</td> </tr> <tr> <td>30(50)</td> <td>(322)149</td> </tr> <tr> <td>40(20)</td> <td>(64)268</td> </tr> <tr> <td>190(50)</td> <td>(120)280</td> </tr> <tr> <td>220(220)</td> <td>(160)260</td> </tr> </table>	10(11)	(11)21	200(270)	(150)110	30(50)	(322)149	40(20)	(64)268	190(50)	(120)280	220(220)	(160)260	<table border="1"> <tr> <td>173(2661)</td> <td></td> </tr> <tr> <td>60(80)</td> <td></td> </tr> <tr> <td>327(104)</td> <td>(600)1560</td> </tr> <tr> <td>600(160)</td> <td>(870)1431</td> </tr> </table>	173(2661)		60(80)		327(104)	(600)1560	600(160)	(870)1431	<table border="1"> <tr> <td></td> <td>(358)242</td> </tr> <tr> <td></td> <td>(15)10</td> </tr> <tr> <td>362(167)</td> <td>(5)45</td> </tr> <tr> <td>20(25)</td> <td>(10)40</td> </tr> </table>		(358)242		(15)10	362(167)	(5)45	20(25)	(10)40	<table border="1"> <tr> <td>10(10)</td> <td>(10)10</td> </tr> <tr> <td>231(280)</td> <td>(20)5</td> </tr> <tr> <td>5(5)</td> <td>(5)25</td> </tr> <tr> <td>5(5)</td> <td>(252)204</td> </tr> </table>	10(10)	(10)10	231(280)	(20)5	5(5)	(5)25	5(5)	(252)204	<table border="1"> <tr> <td>33(67)</td> <td>(6)156</td> </tr> <tr> <td>104(110)</td> <td>(42)57</td> </tr> <tr> <td>151(138)</td> <td></td> </tr> <tr> <td>28(54)</td> <td></td> </tr> </table>	33(67)	(6)156	104(110)	(42)57	151(138)		28(54)	
10(11)	(11)21																																															
200(270)	(150)110																																															
30(50)	(322)149																																															
40(20)	(64)268																																															
190(50)	(120)280																																															
220(220)	(160)260																																															
173(2661)																																																
60(80)																																																
327(104)	(600)1560																																															
600(160)	(870)1431																																															
	(358)242																																															
	(15)10																																															
362(167)	(5)45																																															
20(25)	(10)40																																															
10(10)	(10)10																																															
231(280)	(20)5																																															
5(5)	(5)25																																															
5(5)	(252)204																																															
33(67)	(6)156																																															
104(110)	(42)57																																															
151(138)																																																
28(54)																																																
<table border="1"> <tr> <td>692(781)</td> <td>(200)120</td> </tr> <tr> <td>267(361)</td> <td></td> </tr> <tr> <td>760(850)</td> <td>(300)225</td> </tr> <tr> <td></td> <td>(474)888</td> </tr> </table>	692(781)	(200)120	267(361)		760(850)	(300)225		(474)888	<table border="1"> <tr> <td>25(30)</td> <td>(20)20</td> </tr> <tr> <td>5(5)</td> <td>(283)206</td> </tr> <tr> <td>15(10)</td> <td>(8)17</td> </tr> <tr> <td>20(20)</td> <td>(7)18</td> </tr> <tr> <td>290(142)</td> <td>(5)5</td> </tr> <tr> <td>18(35)</td> <td>(28)50</td> </tr> </table>	25(30)	(20)20	5(5)	(283)206	15(10)	(8)17	20(20)	(7)18	290(142)	(5)5	18(35)	(28)50	<table border="1"> <tr> <td>25(30)</td> <td>(75)25</td> </tr> <tr> <td>40(100)</td> <td>(251)160</td> </tr> <tr> <td>10(20)</td> <td>(170)95</td> </tr> <tr> <td>30(10)</td> <td>(65)160</td> </tr> <tr> <td>291(100)</td> <td>(50)80</td> </tr> <tr> <td>87(62)</td> <td>(102)82</td> </tr> </table>	25(30)	(75)25	40(100)	(251)160	10(20)	(170)95	30(10)	(65)160	291(100)	(50)80	87(62)	(102)82	<table border="1"> <tr> <td>162(175)</td> <td>(120)79</td> </tr> <tr> <td>84(120)</td> <td>(50)29</td> </tr> <tr> <td></td> <td>(28)45</td> </tr> <tr> <td></td> <td>(142)155</td> </tr> </table>	162(175)	(120)79	84(120)	(50)29		(28)45		(142)155					
692(781)	(200)120																																															
267(361)																																																
760(850)	(300)225																																															
	(474)888																																															
25(30)	(20)20																																															
5(5)	(283)206																																															
15(10)	(8)17																																															
20(20)	(7)18																																															
290(142)	(5)5																																															
18(35)	(28)50																																															
25(30)	(75)25																																															
40(100)	(251)160																																															
10(20)	(170)95																																															
30(10)	(65)160																																															
291(100)	(50)80																																															
87(62)	(102)82																																															
162(175)	(120)79																																															
84(120)	(50)29																																															
	(28)45																																															
	(142)155																																															

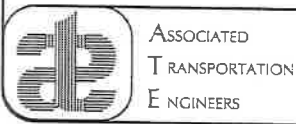
LEGEND

(XX)XX - (A.M.)P.M. Peak Hour Volume



CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8



**Table 11
Cumulative + Project A.M. Peak Hour Intersection Operations**

Intersection	Control	A.M. Peak Hour	
		Cumulative	Cumulative + Project
		Delay/ICU-LOS	Delay/ICU-LOS
Telegraph Road/Wells Road	Signal	0.61-LOS B	0.61-LOS B
State Route 126 EB Off-Ramps/Wells Road	Signal	0.65-LOS B	0.65-LOS B
Telegraph Road/Edwards Ranch Road	STOP-Sign	11.8 sec./LOS B	12.2 sec./LOS B
Telegraph Road/Todd Road	STOP-Sign	9.9 sec./LOS A	9.9 sec./LOS A
Telegraph Road/Briggs Road	Signal	0.39-LOS A	0.39-LOS A
Briggs Road/Faulkner Road	STOP-Sign	11.6 sec./LOS B	11.6 sec./LOS AB
State Route 126 WB Ramps/Briggs Road	STOP-Sign	9.9 sec./LOS A	10.0 sec./LOS A
State Route 126 EB Ramps/Briggs Road	STOP-Sign	10.4 sec./LOS B	10.4 sec./LOS B

**Table 12
Cumulative + Project P.M. Peak Hour Intersection Operations**

Intersection	Control	P.M. Peak Hour	
		Cumulative	Cumulative + Project
		Delay/ICU-LOS	Delay/ICU-LOS
Telegraph Road/Wells Road	Signal	0.52-LOS A	0.53-LOS A
State Route 126 EB Off-Ramps/Wells Road	Signal	0.74-LOS C	0.74-LOS C
Telegraph Road/Edwards Ranch Road	STOP-Sign	12.6 sec./LOS B	13.4 sec./LOS B
Telegraph Road/Todd Road	STOP-Sign	13.0 sec./LOS B	13.1 sec./LOS B
Telegraph Road/Briggs Road	Signal	0.54-LOS A	0.54-LOS A
Briggs Road/Faulkner Road	STOP-Sign	6.9 sec./LOS A	9.8 sec./LOS A
State Route 126 WB Ramps/Briggs Road	STOP-Sign	9.3 sec./LOS A	9.3 sec./LOS A
State Route 126 EB Ramps/Briggs Road	STOP-Sign	10.2 sec./LOS B	10.3 sec./LOS B

The data in Tables 11 and 12 show that the addition of project traffic would not significantly impact the study-area intersection during the A.M. and P.M. peak hour periods.

SITE ACCESS

Regional access to the Biogenic Energy Park is provided by the State Route 126/Wells Road and State Route/Briggs Road interchanges with direct access via the Telegraph Road/Edwards Ranch Road intersection. These facilities currently serve truck traffic similar to the type used by the Agromin Biogenic Energy Park. The segment of Telegraph Road adjacent to the site access is relatively straight and level, providing good sight distance. Both Telegraph Road and Edward Ranch Road are capable of carrying the type of trucks and increased traffic generated by the proposed project. The project would improve the Telegraph Road/Edwards Ranch Road intersection by lengthening the westbound left-turn lane from 40 feet to 150 feet and provide a 150 foot eastbound right-turn lane. The project will also participate in the maintenance of the Edwards Ranch Road roadway surface.

VENTURA COUNTY GENERAL PLAN CONSISTENCY

The County has adopted a Traffic Improvement Fee Program to offset the capital improvement cost required to implement traffic mitigation measures to accommodate cumulative developments within the County. The project would be consistent with the Ventura County General Plan by paying the "Traffic Impact Mitigation Fee".

VENTURA COUNTY CONGESTION MANAGEMENT PROGRAM

According to the County's Congestion Management Program (CMP), the minimum acceptable standard for traffic operations is LOS "E".² However, so that local jurisdictions are not unfairly penalized for existing congestion, CMP locations currently operating in the LOS "F" range are considered acceptable. State Route 126 is contained in the County's CMP. The project would add less than 50 peak hour trips to State Route 126, thus no impacts based on CMP criteria.

Intersection Operation

The study-area intersections are included in the County's CMP. The intersections are all expected to operate at LOS "C" or better with the addition of cumulative + project peak hour volumes, and thus would not exceed the CMP LOS "E" standard.



² Traffic Monitoring for Ventura County Congestion Management Program, Ventura County Transportation Commission, 2009.

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

Richard L. Pool, Principal Engineer
Darryl F. Nelson, PTP, Senior Transportation Planner
Erica K. Monson, Traffic Technician I

References

2015 Traffic Volumes on California State Highways, California Department of Transportation, June 2016.

Ventura County Initial Study Assessment Guidelines - Public Roads and Highways Level of Service, County of Ventura Public Works Agency Transportation Department, 2000.

Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.

Ventura County Congestion Management Program Update, Ventura County Transportation Commission, July 2009.

Circulation Element, Santa Paula General Plan, City of Santa Paula, April 1998.

Persons Contacted

Ben Emami, Ventura County Public Works Department

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE CRITERIA FOR ROADWAYS

ROADWAY SEGMENT AND INTERSECTION COUNT DATA

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 - Telegraph Road/Wells Road

Reference 2 - State Route 126 Eastbound Off-Ramp/Wells Road

Reference 3 - Telegraph Road/Edwards Ranch Road

Reference 4 - Telegraph Road/Todd Road

Reference 5 - Telegraph Road/Briggs Road

Reference 6 - Briggs Road/Faulkner Road

Reference 7 - State Route 126 Westbound Ramps/Briggs Road

Reference 8 - State Route 126 Eastbound Ramps/Briggs Road

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE DEFINITIONS

"Levels of Service" (LOS) A through F are used to rate roadway and intersection operating conditions, with LOS A indicating very good operations and LOS F indicating poor operations. More complete level of service definitions are:

LOS	Definition
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

Signalized Intersection Level of Service Definitions

LOS	Delay ^a	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

^a Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM¹ uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

¹ Highway Capacity Manual, National Research Board, 2000

ENGINEERING ROADWAY DESIGN CAPACITIES

FIGURE 4.2.2

AVERAGE DAILY TRAFFIC (ADT) LEVEL OF SERVICE (LOS) THRESHOLDS COUNTY ROADS AND CONVENTIONAL STATE HIGHWAYS					
LOS	CLASS I			CLASS II	CLASS III
	2 LANES	4 LANES	6 LANES	2 LANES	2 LANES
A	2,400	19,000	29,000	1,500	350
B	5,600	28,000	42,000	3,900	2,000
C	10,000	38,000	57,000	7,000	3,300
D	16,000	47,000	70,000	11,000	5,900
E	27,000	58,000	87,000	21,000	16,000

ADT/LOS THRESHOLDS FREEWAYS				
LOS	4 LANES	6 LANES	8 LANES	10 LANES
A	31,000	46,000	62,000	77,000
B	48,000	71,000	95,000	119,000
C	68,000	102,000	136,000	169,000
D	82,000	123,000	164,000	205,000
E	88,000	132,000	176,000	220,000

SOURCE: VENTURA COUNTY PUBLIC WORKS AGENCY 9/94

R. 12/20/94

STANDARD ENGINEERING ROADWAY DESIGN CAPACITIES

Roadway Type	# of Lanes	LOS A		LOS B		LOS C		LOS D		LOS E	
		Low	High	Low	High	Low	High	Low	High	Low	High
Arterial	2 Lanes	8,100	12,000	9,400	14,000	10,800	16,000	12,100	18,000	13,500	20,000
Arterial	4 Lanes	16,100	23,900	18,900	27,900	21,600	31,900	24,300	35,900	27,000	39,900
Major	2 Lanes	6,500	9,600	7,500	11,200	8,600	12,800	9,700	14,400	10,800	16,000
Major	4 Lanes	12,900	19,200	15,100	22,300	17,200	25,500	19,400	28,700	21,600	31,900
Collector	2 Lanes	4,600	7,100	5,400	8,200	6,200	9,400	6,900	10,600	7,700	11,800

The roadway capacities listed above are "rule of thumb." Some factors which affect these capacities are intersections (numbers and configuration), degrees of access control, roadway grades, design geometries (horizontal and vertical alignment standards), sight distance, level of truck and bus traffic and level of pedestrian and bicycle traffic.

ROADWAY SEGMENT AND INTERSECTION COUNT DATA

2015 Traffic Volumes on California State Highways

Dist	Route	County	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	125	SD	10.622	JAMACHA ROAD UC	7600	102000	101000	9200	124000	122000
11	125	SD	12.967	EAST JCT. RTE. 94	9200	124000	122000	13000	170000	169000
11	125	SD	14.738	LEMON AVENUE	13000	170000	169000	13600	167000	165000
11	125	SD R	15.094	LA MESA, GROSSMONT BOULEVARD	13600	167000	165000	12600	158000	156000
11	125	SD R	15.409	JCT. RTE. 8	12800	158000	156000	7900	99000	98000
11	125	SD	18.663	LA MESA, AMAYA DRIVE	7900	99000	98000	8100	91000	86000
11	125	SD	19.53	NAVAJO ROAD	8100	91000	86000	6800	77000	75000
11	125	SD	20.393	GROSSMONT COLLEGE DRIVE	6800	77000	75000	6200	71000	68000
11	125	SD	22.172	JCT. RTE. 52, SANTEE	6200	71000	68000	3150	33000	31000
11	125	SD	22.301	MISSION GORGE ROAD	3150	33000	31000			
07	126	VEN	0	JCT. RTE. 101				4850	53000	47000
07	126	VEN	1.448	VENTURA, VICTORIA AVENUE	4850	53000	47000	4700	50000	46000
07	126	VEN	2.799	VENTURA, KIMBALL ROAD	4700	49000	46000	3750	41000	37000
07	126	VEN R	5.031	VENTURA, JCT. RTE. 118	3750	41000	37000	4450	54000	50000
07	126	VEN R	8.912	BRIGGS ROAD	4450	54000	50000	4200	52000	48000
07	126	VEN R	10.38	SANTA PAULA, PECK ROAD	4200	52000	48000	3500	43500	40500
07	126	VEN R	11.365	SANTA PAULA, PALM AVENUE	3500	43500	40500	3800	47000	36500
07	126	VEN R	12.042	SANTA PAULA, JCT. RTE. 150	3800	47000	36500	2650	32500	29500
07	126	VEN R	13.248	HALLOCK DRIVE	2650	32500	29500	3500	37000	33500
07	126	VEN T	16.73	SESPE RANCH UC	3500	37000	33500	3100	32500	29000
07	126	VEN	20.331	FILLMORE, WEST CITY LIMITS, LOS SERENOS RD	3100	32500	29000	2750	31500	29000
07	126	VEN	21.137	FILLMORE, JCT. RTE. 23	2800	32000	29500	2550	28500	26500
07	126	VEN	22.48	FILLMORE, EAST CITY LIMITS	2550	28500	26000	2550	28500	26000
07	126	VEN R	29.296	CENTER STREET	2500	26500	22500	2650	27500	23500
07	126	VEN R	36.64	VENTURA/LOS ANGELES COUNTY LINE	2500	25000	22600			
07	126	LA R	0	VENTURA/LOS ANGELES COUNTY LINE				2500	25000	22600
07	126	LA R	3.564	WOLCOTT WAY	2500	25000	22600	2650	27000	24400
07	126	LA R	4.885	COMMERCE CENTER DRIVE	2650	27000	24400	4000	40500	36500
07	126	LA R	5.46	THE OLD ROAD	4000	40500	36500	4000	40500	36500
07	126	LA R	5.801	SANTA CLARITA, NORTH JCT. RTE. 5	4000	40500	36500	2700	30500	28000
07	126	LA R	5.85	SANTA CLARITA, SOUTH JCT. RTE. 5	2700	30500	28000	2700	30500	28000
07	126	LA	6.036	SANTA CLARITA, TOURNEY ROAD	2700	30500	28000			
08	127	SBD L	0	JCT. RTE. 15				960	8000	6700
08	127	SBD L	.17	BAKER, JCT. HIGHWAY	960	8000	6700	330	2600	2050
08	127	SBD	.642	SCHOOL ROAD	330	2600	2050	210	1350	1050
08	127	SBD	29.708	SARATOGA SPRINGS ROAD	210	1350	1050	170	960	730
08	127	SBD	41.473	SAN BERNARDINO/INYO COUNTY LINE	150	730	720			
09	127	INY	0	SAN BERNARDINO/INYO COUNTY LINE				150	730	720
09	127	INY	6.51	OLD SPANISH TRAIL HWY	170	1000	750	120	850	670

VOLUME

Edwards Ranch Rd n/o Telegraph Rd

Day: Thursday
 Date: 1/21/2016

City: Santa Paula
 Project #: CA16_5018_001

DAILY TOTALS					NB	SB	EB	WB	Total		
					276	316	0	0	592		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	6	4	0	0	10
00:15	0	0	0	0		12:15	3	9	0	0	12
00:30	0	1	0	0	1	12:30	3	5	0	0	8
00:45	1	1	0	0	1	12:45	5	17	15	33	20
01:00	0	0	0	0		13:00	5	9	0	0	14
01:15	1	0	0	0	1	13:15	4	5	0	0	9
01:30	0	0	0	0		13:30	3	4	0	0	7
01:45	1	2	0	0	1	13:45	2	14	5	23	7
02:00	0	0	0	0		14:00	4	6	0	0	10
02:15	0	0	0	0		14:15	5	8	0	0	13
02:30	0	1	0	0	1	14:30	2	5	0	0	7
02:45	1	1	1	2	2	14:45	7	18	9	28	16
03:00	0	1	0	0	1	15:00	5	6	0	0	11
03:15	0	0	0	0		15:15	6	8	0	0	14
03:30	0	0	0	0		15:30	3	6	0	0	9
03:45	0	0	1	0	1	15:45	12	26	5	25	17
04:00	1	0	0	0	1	16:00	7	15	0	0	22
04:15	0	1	0	0	1	16:15	8	12	0	0	20
04:30	0	0	0	0		16:30	12	4	0	0	16
04:45	0	1	1	2	1	16:45	8	35	4	35	12
05:00	0	2	0	0	2	17:00	4	6	0	0	10
05:15	0	0	0	0		17:15	8	5	0	0	13
05:30	1	0	0	0	1	17:30	8	5	0	0	13
05:45	0	1	3	5	3	17:45	4	24	2	18	6
06:00	1	3	0	0	4	18:00	3	5	0	0	8
06:15	2	8	0	0	10	18:15	3	1	0	0	4
06:30	2	7	0	0	9	18:30	4	0	0	0	4
06:45	5	10	9	27	14	18:45	4	14	0	6	4
07:00	5	6	0	0	11	19:00	2	2	0	0	4
07:15	7	11	0	0	18	19:15	1	1	0	0	2
07:30	6	8	0	0	14	19:30	3	2	0	0	5
07:45	12	30	6	31	18	19:45	0	6	2	7	2
08:00	11	4	0	0	15	20:00	4	0	0	0	4
08:15	5	2	0	0	7	20:15	3	2	0	0	5
08:30	0	6	0	0	6	20:30	2	4	0	0	6
08:45	5	21	6	18	11	20:45	1	10	0	6	1
09:00	2	1	0	0	3	21:00	5	1	0	0	6
09:15	3	1	0	0	4	21:15	1	4	0	0	5
09:30	2	0	0	0	2	21:30	5	0	0	0	5
09:45	2	9	5	7	7	21:45	3	14	0	5	3
10:00	3	4	0	0	7	22:00	1	0	0	0	1
10:15	1	4	0	0	5	22:15	0	0	0	0	
10:30	3	2	0	0	5	22:30	0	1	0	0	1
10:45	4	11	2	12	6	22:45	1	2	0	1	1
11:00	0	8	0	0	8	23:00	0	0	0	0	
11:15	2	2	0	0	4	23:15	0	0	0	0	
11:30	5	5	0	0	10	23:30	1	0	0	0	1
11:45	1	8	7	22	8	23:45	0	1	1	1	1
TOTALS	95	128			223	TOTALS	181	188			369
SPLIT %	42.6%	57.4%			37.7%	SPLIT %	49.1%	50.9%			62.3%

DAILY TOTALS					NB	SB	EB	WB	Total
					276	316	0	0	592

AM Peak Hour	07:15	06:45			07:15	PM Peak Hour	15:45	12:15		15:45
AM Pk Volume	36	34			65	PM Pk Volume	39	38		75
Pk Hr Factor	0.750	0.773			0.903	Pk Hr Factor	0.667	0.550		0.852
7 - 9 Volume	51	49	0	0	100	4 - 6 Volume	59	53	0	112
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	16:00	16:00		16:00
7 - 9 Pk Volume	36	31			65	4 - 6 Pk Volume	35	35		70
Pk Hr Factor	0.750	0.705			0.903	Pk Hr Factor	0.729	0.583		0.795

VOLUME

Telegraph Rd e/o Edwards Ranch Rd

Day: Thursday
 Date: 1/21/2016

City: Santa Paula
 Project #: CA16_5018_002

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	2,761	2,441	5,202		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	2	2	4	12:00	0	0	49	32	81	
00:15	0	0	8	2	10	12:15	0	0	39	41	80	
00:30	0	0	2	7	9	12:30	0	0	55	23	78	
00:45	0	0	0	12	3	12:45	0	0	48	191	39	87
01:00	0	0	3	0	3	13:00	0	0	44	31	75	
01:15	0	0	3	2	5	13:15	0	0	49	47	96	
01:30	0	0	0	1	1	13:30	0	0	43	33	76	
01:45	0	0	0	6	1	13:45	0	0	53	189	31	84
02:00	0	0	1	2	3	14:00	0	0	39	38	77	
02:15	0	0	1	1	2	14:15	0	0	59	37	96	
02:30	0	0	0	1	1	14:30	0	0	49	45	94	
02:45	0	0	3	5	0	14:45	0	0	45	192	40	85
03:00	0	0	1	0	1	15:00	0	0	52	45	97	
03:15	0	0	1	3	4	15:15	0	0	61	37	98	
03:30	0	0	4	4	8	15:30	0	0	63	44	107	
03:45	0	0	2	8	3	15:45	0	0	64	240	43	169
04:00	0	0	1	7	8	16:00	0	0	85	48	133	
04:15	0	0	8	5	13	16:15	0	0	68	57	125	
04:30	0	0	4	3	7	16:30	0	0	87	72	159	
04:45	0	0	8	21	4	16:45	0	0	91	331	54	231
05:00	0	0	9	18	27	17:00	0	0	69	47	116	
05:15	0	0	8	20	28	17:15	0	0	83	34	117	
05:30	0	0	6	28	34	17:30	0	0	58	33	91	
05:45	0	0	14	37	28	17:45	0	0	50	260	30	144
06:00	0	0	22	34	56	18:00	0	0	40	28	68	
06:15	0	0	27	40	67	18:15	0	0	26	30	56	
06:30	0	0	39	44	83	18:30	0	0	41	20	61	
06:45	0	0	56	144	39	18:45	0	0	30	137	13	91
07:00	0	0	34	52	86	19:00	0	0	29	17	46	
07:15	0	0	37	67	104	19:15	0	0	25	13	38	
07:30	0	0	43	100	143	19:30	0	0	25	13	38	
07:45	0	0	56	170	68	19:45	0	0	21	100	15	58
08:00	0	0	37	64	101	20:00	0	0	19	11	30	
08:15	0	0	34	42	76	20:15	0	0	18	14	32	
08:30	0	0	41	34	75	20:30	0	0	19	15	34	
08:45	0	0	44	156	48	20:45	0	0	15	71	10	50
09:00	0	0	33	48	81	21:00	0	0	15	10	25	
09:15	0	0	24	35	59	21:15	0	0	17	10	27	
09:30	0	0	31	42	73	21:30	0	0	17	6	23	
09:45	0	0	26	114	32	21:45	0	0	10	59	4	30
10:00	0	0	23	36	59	22:00	0	0	11	6	17	
10:15	0	0	30	34	64	22:15	0	0	9	6	15	
10:30	0	0	32	36	68	22:30	0	0	11	3	14	
10:45	0	0	39	124	29	22:45	0	0	4	35	2	17
11:00	0	0	30	32	62	23:00	0	0	10	0	10	
11:15	0	0	35	26	61	23:15	0	0	4	1	5	
11:30	0	0	38	36	74	23:30	0	0	5	10	15	
11:45	0	0	33	136	38	23:45	0	0	4	23	2	13
TOTALS			933	1201	2134	TOTALS			1828	1240	3068	
SPLIT %			43.7%	56.3%	41.0%	SPLIT %			59.6%	40.4%	59.0%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	2,761	2,441	5,202	
AM Peak Hour		11:45	07:15	07:15	PM Peak Hour		16:00	16:00	16:00		
AM Pk Volume		176	299	472	PM Pk Volume		330	231	562		
Pk Hr Factor		0.418	0.748	0.825	Pk Hr Factor		0.907	0.719	0.884		
7 - 9 Volume	0	0	326	475	801	4 - 6 Volume	0	0	591	375	966
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	173	299	472	4 - 6 Pk Volume	0	0	331	231	562
Pk Hr Factor	0.000	0.000	0.772	0.748	0.825	Pk Hr Factor	0.000	0.000	0.909	0.802	0.884

VOLUME

Telegraph Rd w/o Edwards Ranch Rd

Day: Thursday
 Date: 1/21/2016

City: Santa Paula
 Project #: CA16_5018_004

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	2,628	2,255	4,883					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	2	0	2	12:00	0	0	49	27	76			
00:15	0	0	8	2	10	12:15	0	0	39	38	77			
00:30	0	0	4	7	11	12:30	0	0	50	25	75			
00:45	0	0	0	14	3	12:45	0	0	44	182	37	127	81	309
01:00	0	0	3	0	3	13:00	0	0	47	28	75			
01:15	0	0	5	2	7	13:15	0	0	47	38	85			
01:30	0	0	0	1	1	13:30	0	0	45	33	78			
01:45	0	0	0	8	0	13:45	0	0	51	190	31	130	82	320
02:00	0	0	1	2	3	14:00	0	0	44	34	78			
02:15	0	0	1	0	1	14:15	0	0	51	42	93			
02:30	0	0	0	1	1	14:30	0	0	48	44	92			
02:45	0	0	2	4	0	14:45	0	0	40	183	38	158	78	341
03:00	0	0	1	0	1	15:00	0	0	49	41	90			
03:15	0	0	0	2	2	15:15	0	0	58	41	99			
03:30	0	0	3	6	9	15:30	0	0	55	62	117			
03:45	0	0	2	6	4	15:45	0	0	62	224	36	180	98	404
04:00	0	0	1	5	6	16:00	0	0	58	44	102			
04:15	0	0	5	3	8	16:15	0	0	60	58	118			
04:30	0	0	4	2	6	16:30	0	0	71	71	142			
04:45	0	0	6	16	6	16:45	0	0	70	259	53	226	123	485
05:00	0	0	8	15	23	17:00	0	0	54	42	96			
05:15	0	0	7	19	26	17:15	0	0	71	34	105			
05:30	0	0	6	25	31	17:30	0	0	50	20	70			
05:45	0	0	15	36	25	17:45	0	0	49	224	28	124	77	348
06:00	0	0	33	29	62	18:00	0	0	35	27	62			
06:15	0	0	34	42	76	18:15	0	0	27	24	51			
06:30	0	0	49	41	90	18:30	0	0	42	18	60			
06:45	0	0	58	174	35	18:45	0	0	30	134	13	82	43	216
07:00	0	0	30	43	73	19:00	0	0	31	14	45			
07:15	0	0	31	79	110	19:15	0	0	25	10	35			
07:30	0	0	35	92	127	19:30	0	0	23	10	33			
07:45	0	0	64	160	57	19:45	0	0	17	96	13	47	30	143
08:00	0	0	38	53	91	20:00	0	0	19	6	25			
08:15	0	0	31	34	65	20:15	0	0	17	8	25			
08:30	0	0	35	32	67	20:30	0	0	16	14	30			
08:45	0	0	41	145	38	20:45	0	0	15	67	8	36	23	103
09:00	0	0	37	48	85	21:00	0	0	17	6	23			
09:15	0	0	39	32	71	21:15	0	0	13	11	24			
09:30	0	0	35	41	76	21:30	0	0	19	2	21			
09:45	0	0	23	134	29	21:45	0	0	9	58	2	21	11	79
10:00	0	0	23	31	54	22:00	0	0	10	5	15			
10:15	0	0	30	29	59	22:15	0	0	9	5	14			
10:30	0	0	43	36	79	22:30	0	0	11	2	13			
10:45	0	0	37	133	28	22:45	0	0	5	35	2	14	7	49
11:00	0	0	26	33	59	23:00	0	0	8	0	8			
11:15	0	0	36	26	62	23:15	0	0	3	0	3			
11:30	0	0	40	29	69	23:30	0	0	4	9	13			
11:45	0	0	27	129	32	23:45	0	0	2	17	2	11	4	28
TOTALS			959	1099	2058	TOTALS			1669	1156	2825			
SPLIT %			46.6%	53.4%	42.1%	SPLIT %			59.1%	40.9%	57.9%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	2,628	2,255	4,883

AM Peak Hour		06:00	07:15	07:15	PM Peak Hour		16:30	16:00	16:00		
AM Pk Volume		174	281	449	PM Pk Volume		224	226	485		
Pk Hr Factor		0.750	0.764	0.884	Pk Hr Factor		0.789	0.704	0.854		
7 - 9 Volume	0	0	305	428	733	4 - 6 Volume	0	0	483	350	833
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:30	16:00	16:00
7 - 9 Pk Volume			168	281	449	4 - 6 Pk Volume			266	226	485
Pk Hr Factor	0.000	0.000	0.656	0.764	0.884	Pk Hr Factor	0.000	0.000	0.937	0.796	0.854

ITM Peak Hour Summary

Prepared by:

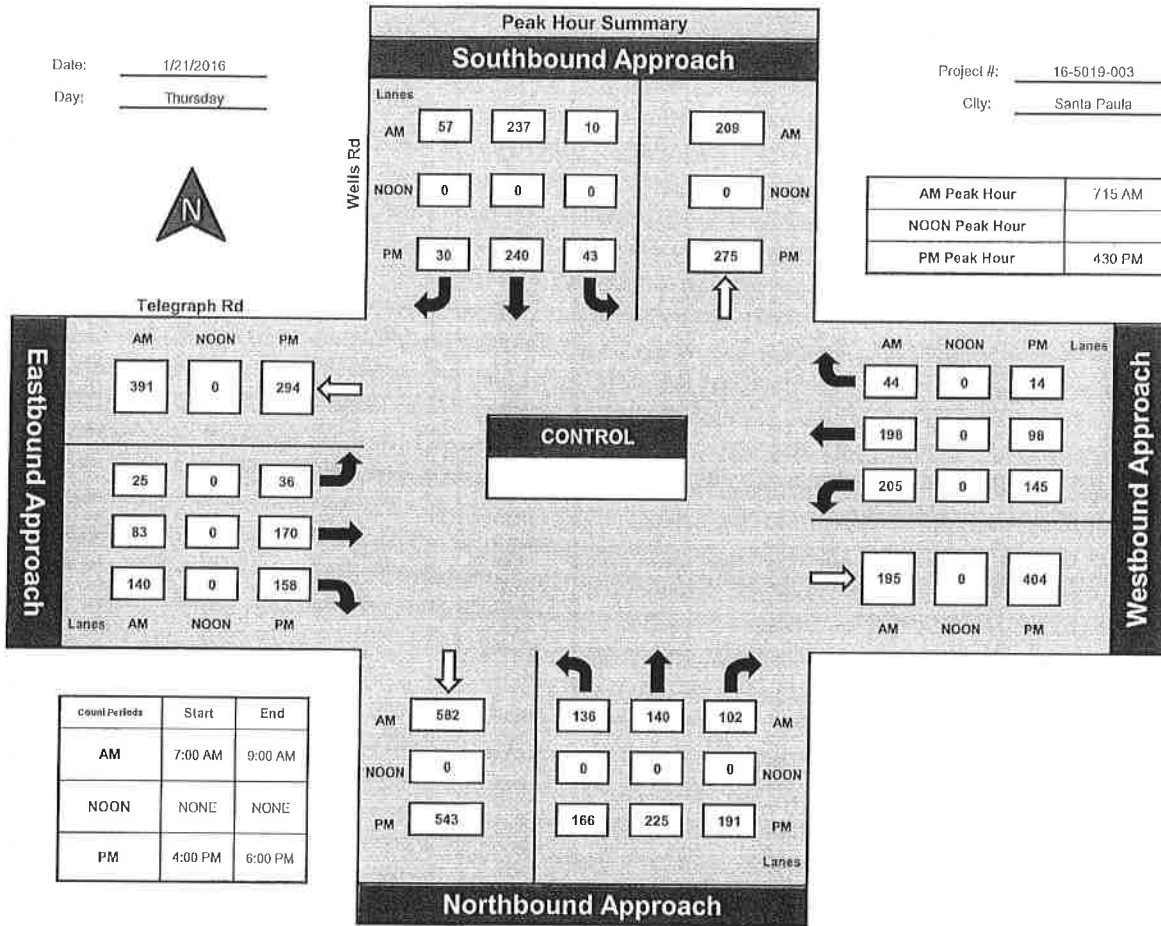


National Data & Surveying Services

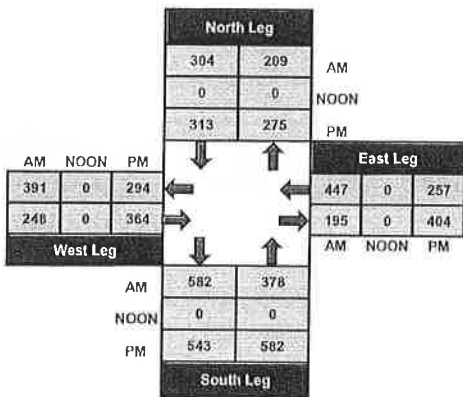
Wells Rd and Telegraph Rd, Santa Paula

Date: 1/21/2016
Day: Thursday

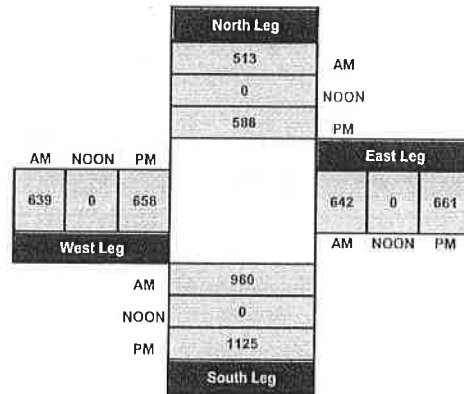
Project #: 16-5019-003
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

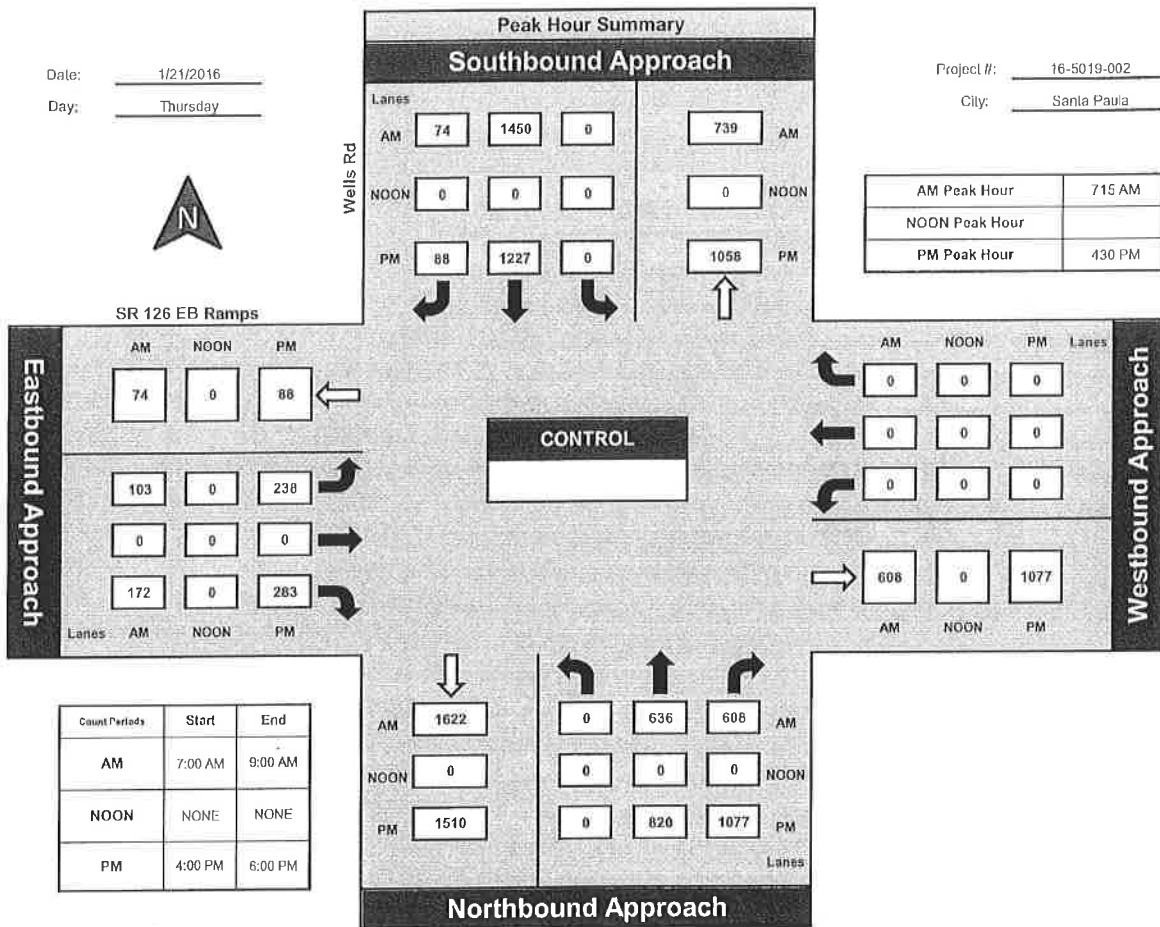
Wells Rd and SR 126 EB Ramps, Santa Paula

Date: 1/21/2016

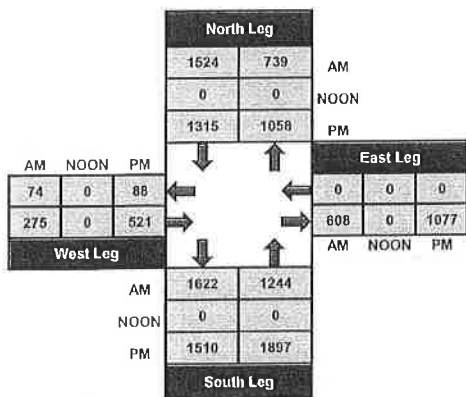
Day: Thursday

Project #: 16-5019-002

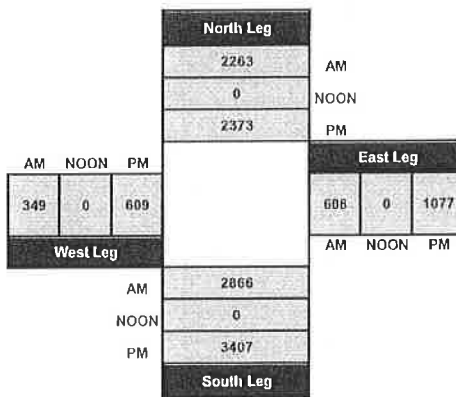
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

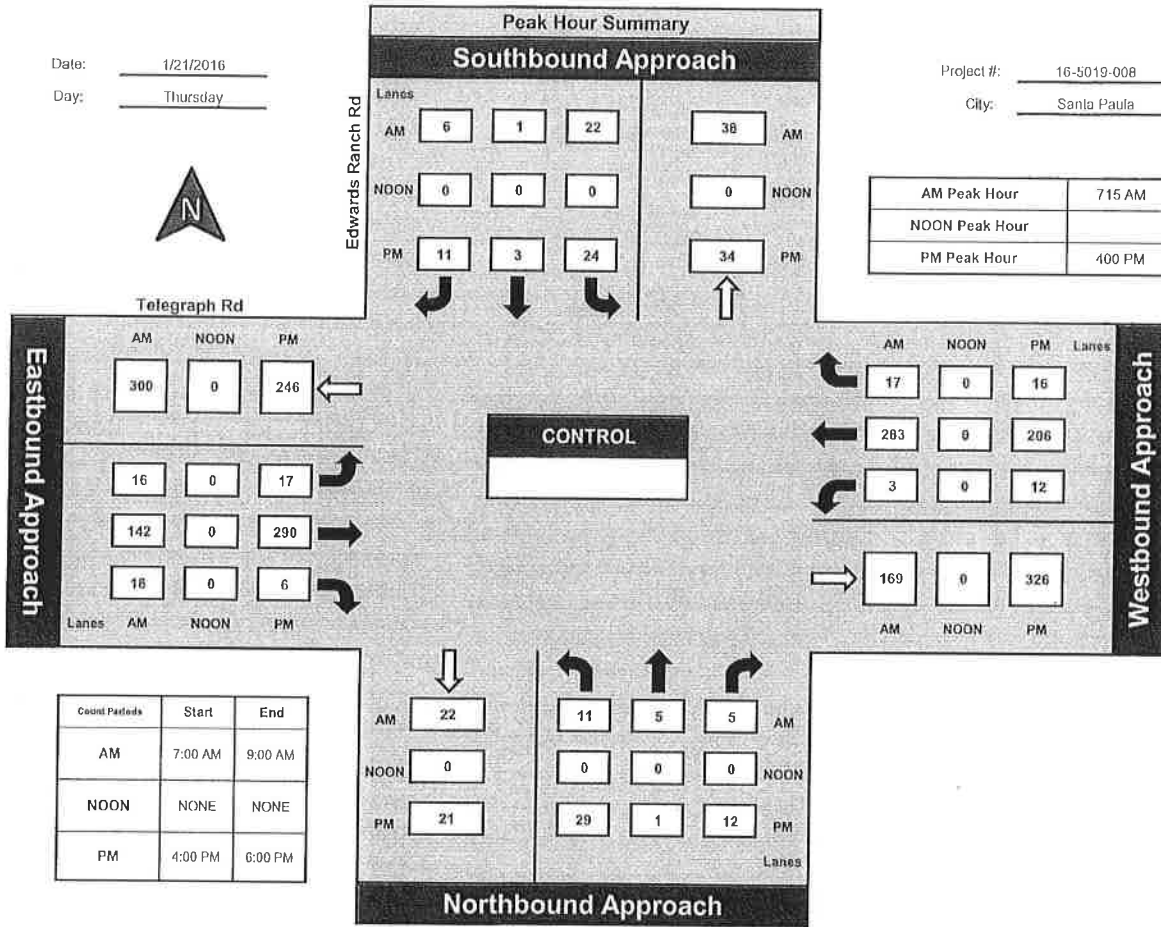


National Data & Surveying Services

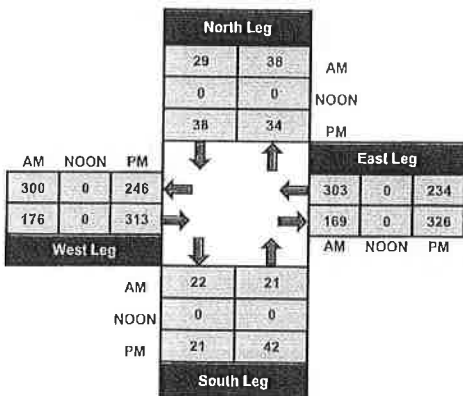
Edwards Ranch Rd and Telegraph Rd, Santa Paula

Date: 1/21/2016
Day: Thursday

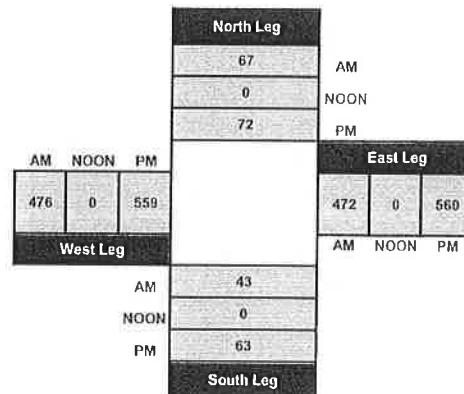
Project #: 16-5019-008
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:
NDS

National Data & Surveying Services

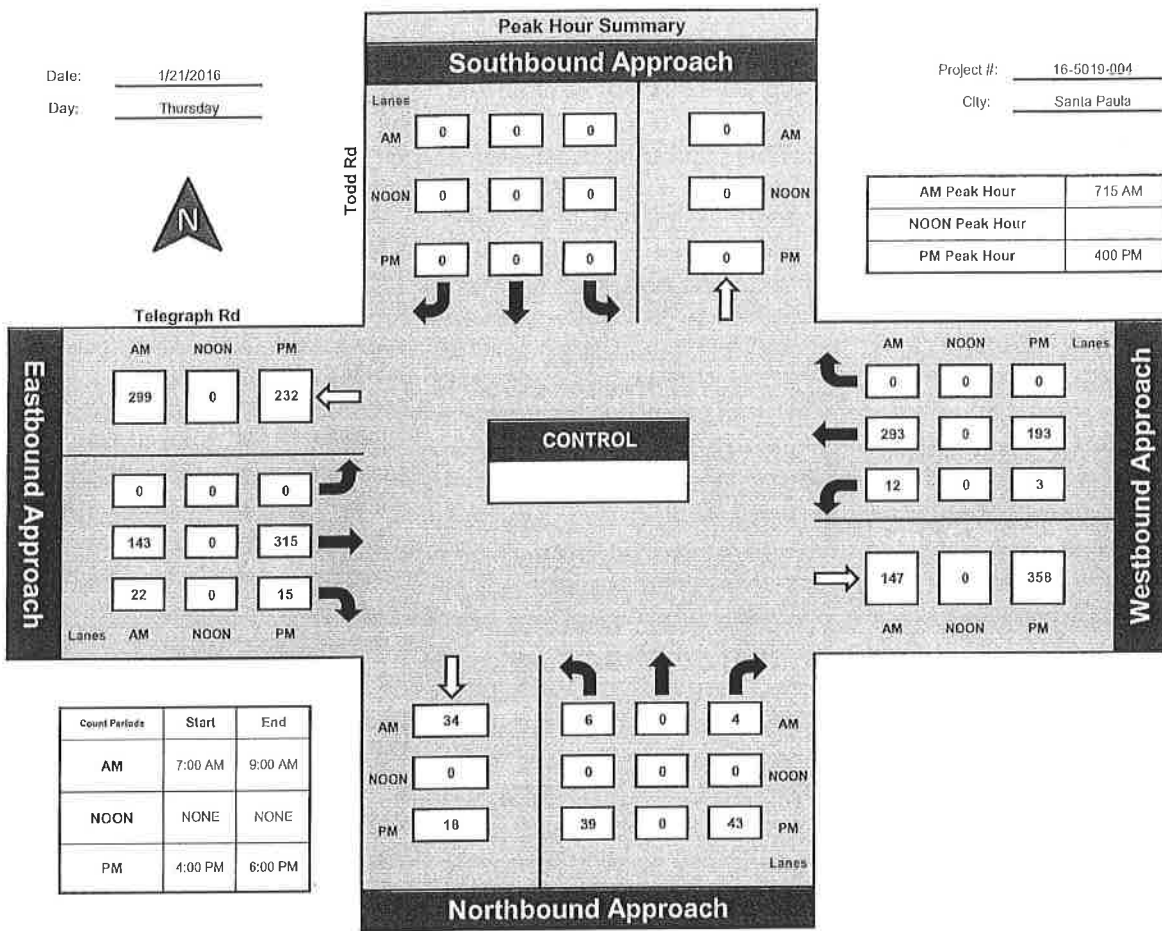
Todd Rd and Telegraph Rd, Santa Paula

Date: 1/21/2016

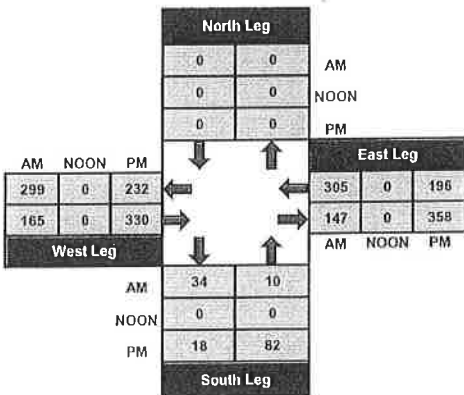
Day: Thursday

Project #: 16-5019-004

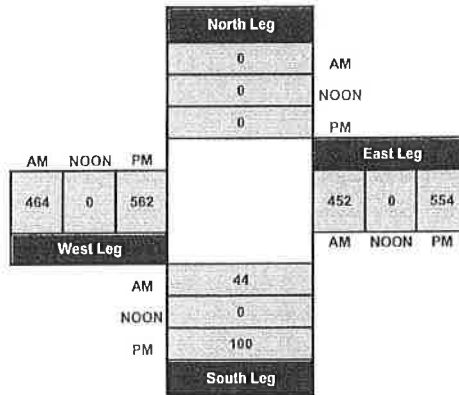
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

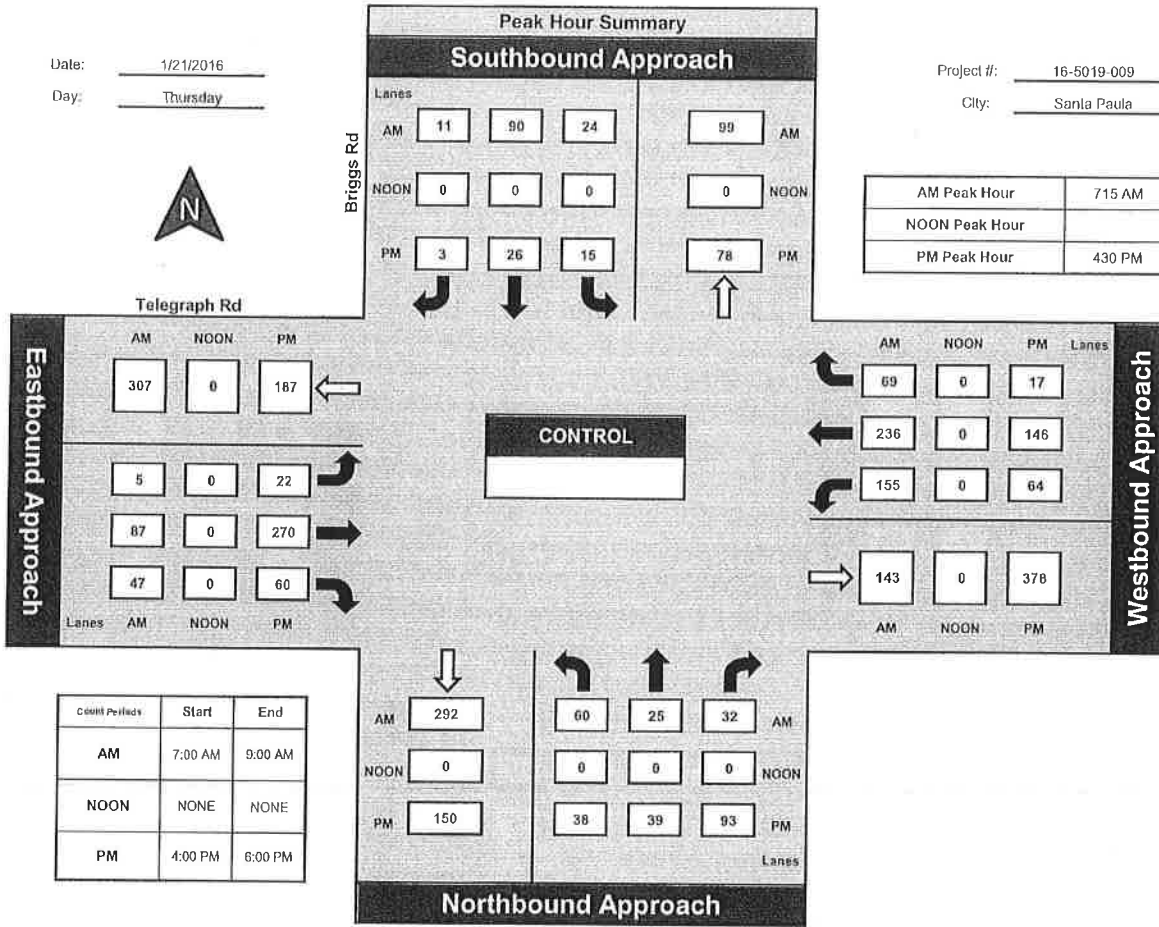
Briggs Rd and Telegraph Rd, Santa Paula

Date: 1/21/2016

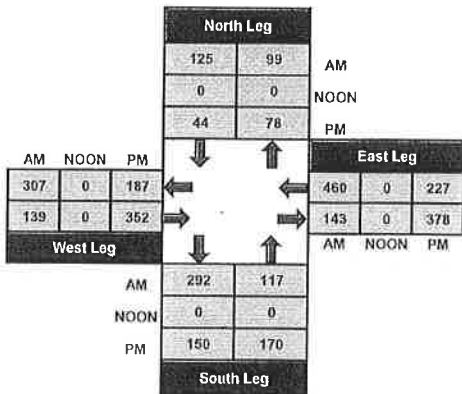
Day: Thursday

Project #: 16-5019-009

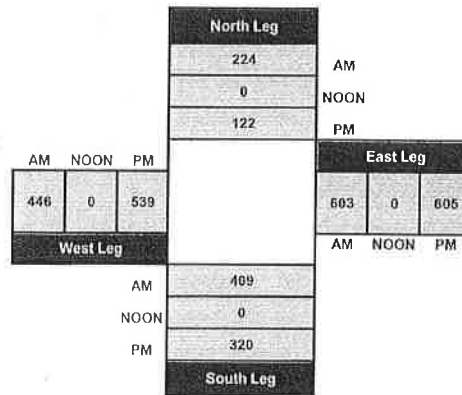
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

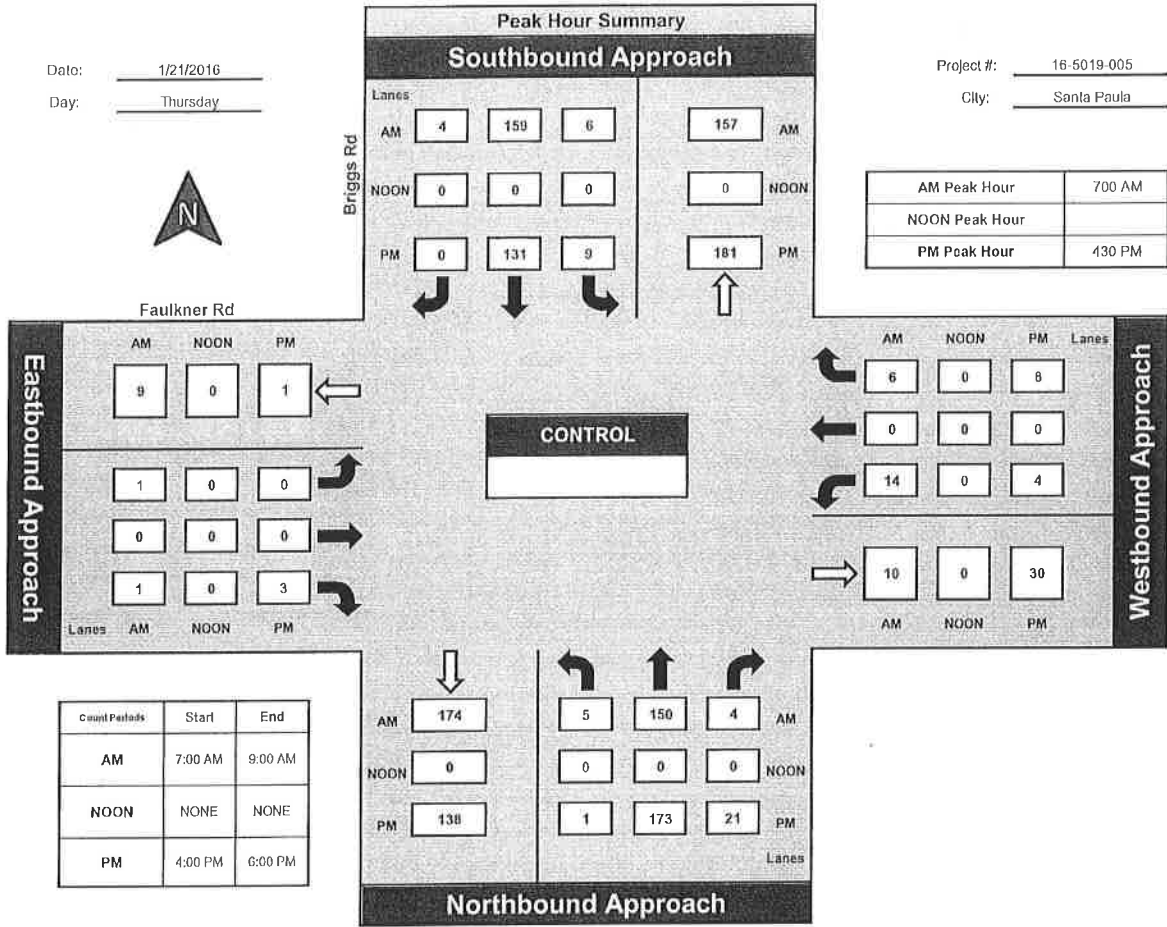


Prepared by:
National Data & Surveying Services

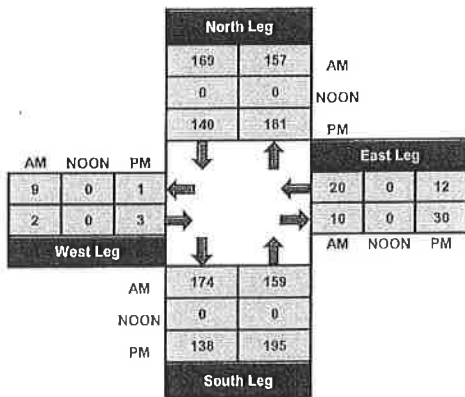
Briggs Rd and Faulkner Rd, Santa Paula

Date: 1/21/2016
Day: Thursday

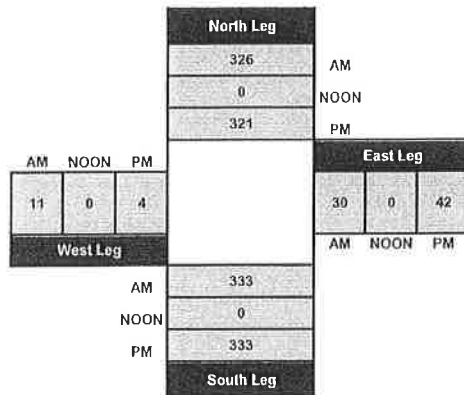
Project #: 16-5019-005
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

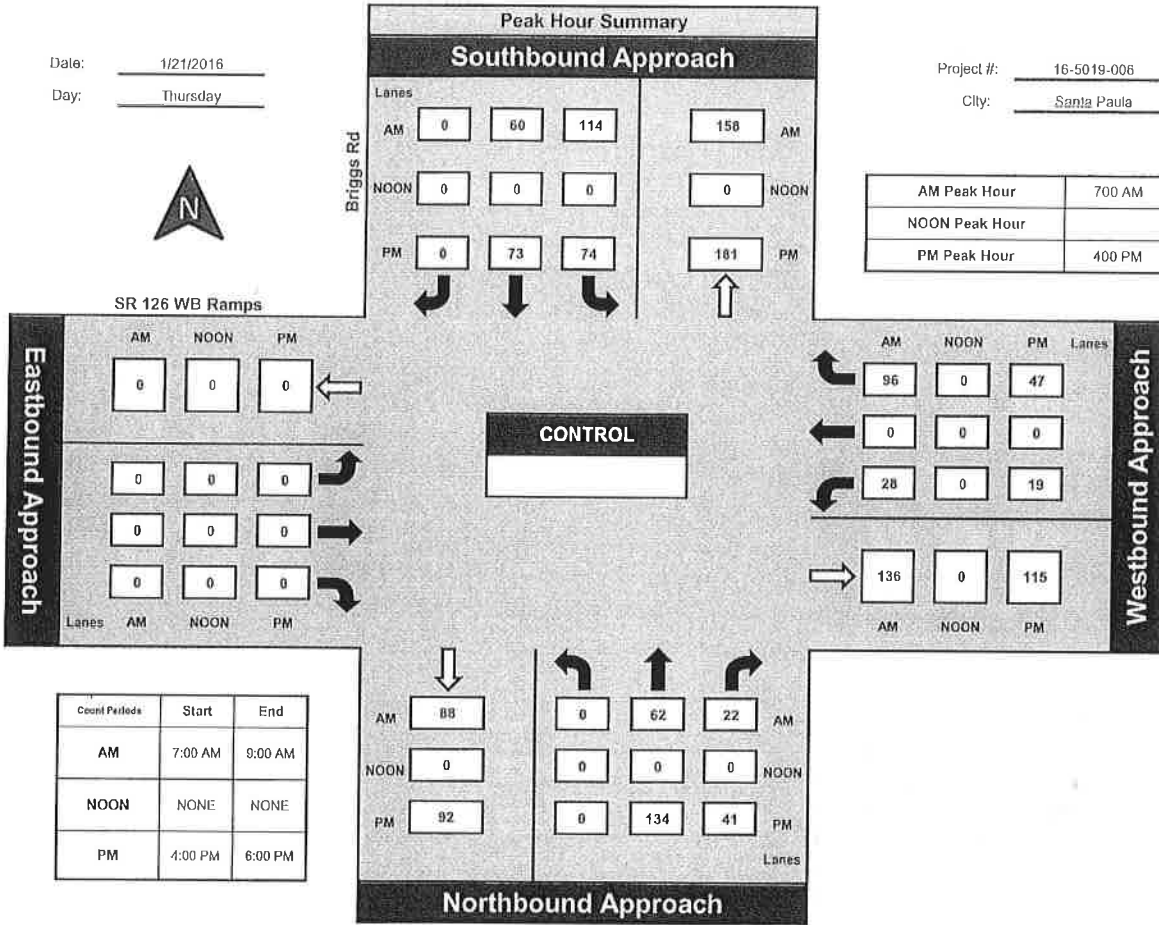
Briggs Rd and SR 126 WB Ramps, Santa Paula

Date: 1/21/2016

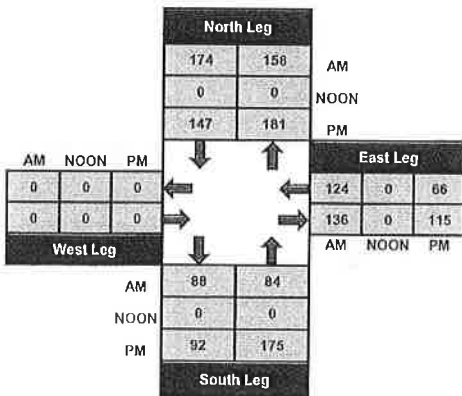
Day: Thursday

Project #: 16-5019-006

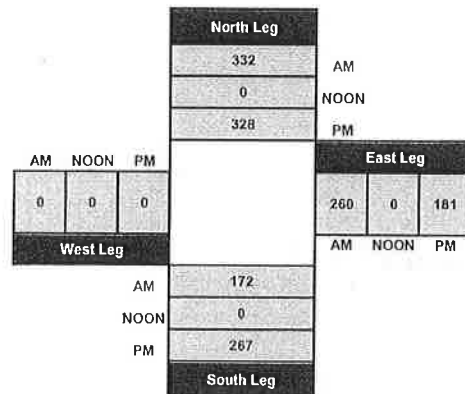
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

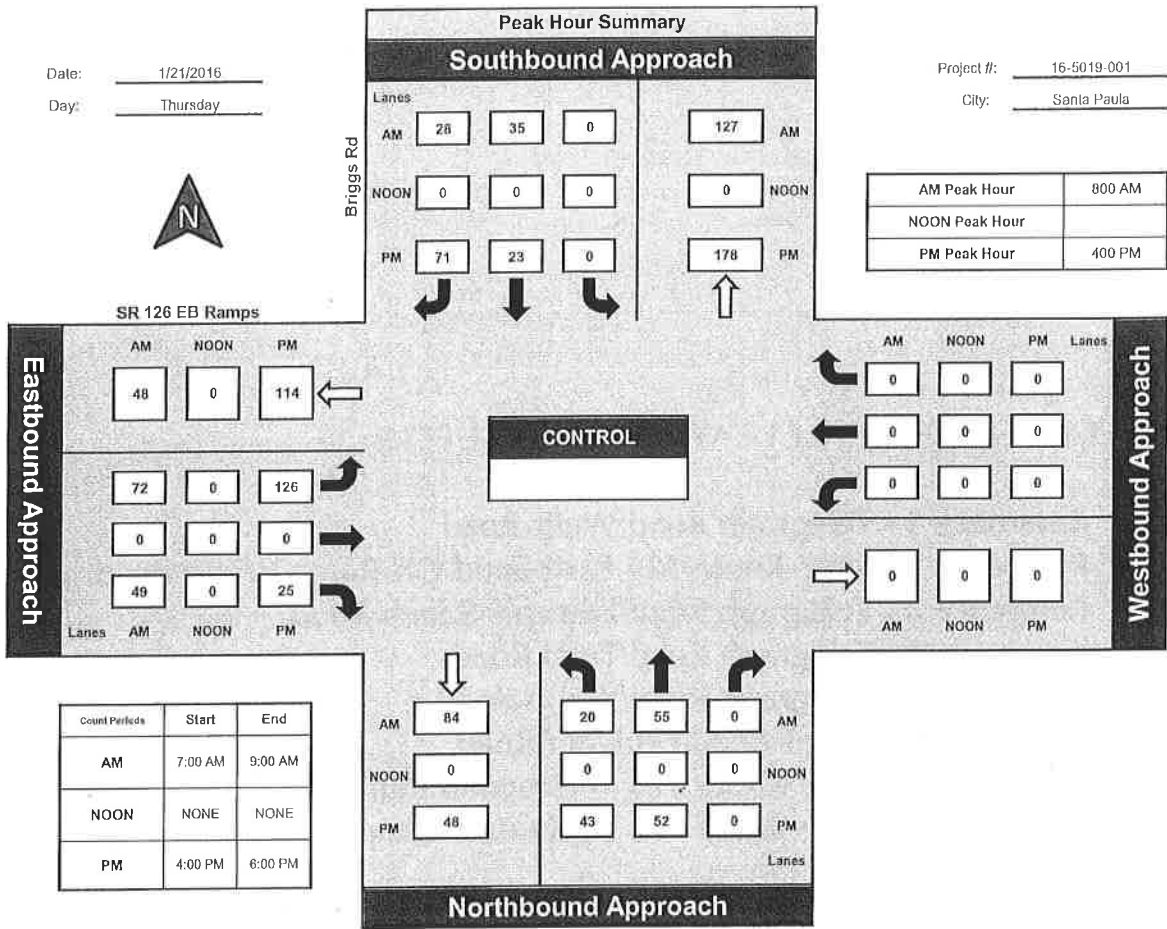


National Data & Surveying Services

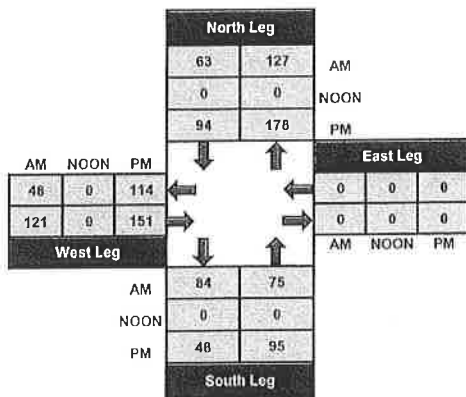
Briggs Rd and SR 126 EB Ramps, Santa Paula

Date: 1/21/2016
Day: Thursday

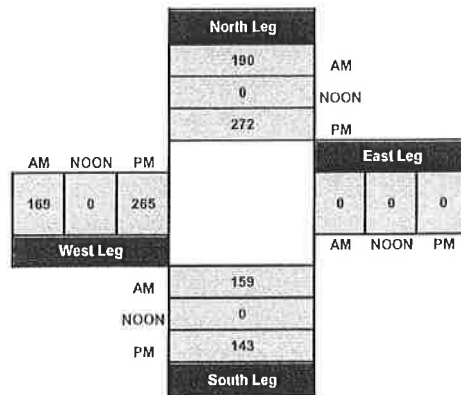
Project #: 16-5019-001
City: Santa Paula



Total Ins & Outs



Total Volume Per Leg



LEVEL OF SERVICE CALCULATION WORKSHEETS

- Reference 1 - Telegraph Road/Wells Road**
- Reference 2 - State Route 126 Eastbound Off-Ramp/Briggs Road**
- Reference 3 - Telegraph Road/Edwards Ranch Road**
- Reference 4 - Telegraph Road/Todd Road**
- Reference 5 - Telegraph Road/Briggs Road**
- Reference 6 - Briggs Road/Faulkner Road**
- Reference 7 - State Route 126 Westbound Ramps/Wells Road**
- Reference 8 - State Route 126 Eastbound Ramps/Briggs Road**

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: FEBRUARY 2, 2016

TIME PERIOD: A.M. PEAK HOUR

N/S STREET: WELLS ROAD

E/W STREET: TELEGRAPGH ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	136	140	102	10	237	57	25	83	140	205	198	44
(B) PROJECT-ADDED:	0	0	14	1	0	0	0	0	0	12	0	1
(C) CUMULATIVE:	160	120	50	10	270	50	20	50	220	310	150	10

GEOMETRICS

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

TRAFFIC SCENARIOS

- SCENARIO 1 = EXISTING VOLUMES (A)
- SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
- SCENARIO 3 = CUMULATIVE (C)
- SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	136	136	160	160	0.09 *	0.09 *	0.10	0.10		
NBT	1	1600	140	140	120	120	0.088	0.088	0.075 *	0.075 *		
NBR	1	1600	102	116	50	64	0.064	0.073	0.031	0.040		
SBL	1	1600	10	11	10	11	0.006	0.007	0.006	0.007		
SBT	1	1600	237	237	270	270	0.148 *	0.148 *	0.169 *	0.169 *		
SBR	1	1600	57	57	50	50	0.04	0.04	0.03	0.03		
EBl	1	1600	25	25	20	20	0.02	0.02	0.01	0.01		
EBT	1	1600	83	83	50	50	0.139 *	0.139 *	0.169 *	0.169 *		
EBR	0	0	140	140	220	220	-	-	-	-		
WBl	1	1600	205	217	310	322	0.13 *	0.14 *	0.19 *	0.20 *		
WBT	1	1600	198	198	150	150	0.151	0.152	0.100	0.101		
WBR	0	0	44	45	10	11	-	-	-	-		
LOST TIME:							0.00	0.00	0.00	0.00		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.500	0.508	0.607	0.614		
SCENARIO LEVEL OF SERVICE:							A	A	B	B		

NOTES:

#14050 - AGROMIN PROJECT

REF: 01 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: FEBRUARY 2, 2016

TIME PERIOD: P.M. PEAK HOUR

N/S STREET: WELLS ROAD

E/W STREET: TELEGRAPH ROAD

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	116	225	191	43	240	30	36	170	158	145	98	14
(B) PROJECT-ADDED:	0	0	8	0	0	0	0	0	0	19	0	1
(C) CUMULATIVE:	260	280	260	10	200	30	40	190	220	130	110	20

GEOMETRICS

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

TRAFFIC SCENARIOS

- SCENARIO 1 = EXISTING VOLUMES (A)
- SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
- SCENARIO 3 = CUMULATIVE (C)
- SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	1	1600	116	116	260	260	0.07 *	0.07 *	0.16	0.16		
NBT	1	1600	225	225	280	280	0.141	0.141	0.175 *	0.175 *		
NBR	1	1600	191	199	260	268	0.119	0.124	0.163	0.168		
SBL	1	1600	43	43	10	10	0.027	0.027	0.006 *	0.006 *		
SBT	1	1600	240	240	200	200	0.150 *	0.150 *	0.125	0.125		
SBR	1	1600	30	30	30	30	0.02	0.02	0.02	0.02		
EBL	1	1600	36	36	40	40	0.02	0.02	0.03	0.03		
EBT	1	1600	170	170	190	190	0.205 *	0.205 *	0.256 *	0.256 *		
EBR	0	0	158	158	220	220	-	-	-	-		
WBL	1	1600	145	164	130	149	0.09 *	0.10 *	0.08 *	0.09 *		
WBT	1	1600	98	98	110	110	0.070	0.071	0.081	0.082		
WBR	0	0	14	15	20	21	-	-	-	-		
LOST TIME:							0.00	0.00	0.00	0.00		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.519	0.531	0.518	0.530		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: FEBRUARY 2, 2016

TIME PERIOD: A.M. PEAK HOUR

N/S STREET: WELLS ROAD

E/W STREET: STATE ROUTE 126 EASTBOUND OFF-RAMP

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	636	0	0	1450	0	103	0	172	0	0	0
(B) PROJECT-ADDED:	0	0	0	0	1	0	14	0	0	0	0	0
(C) CUMULATIVE:	0	870	0	0	2660	0	90	0	160	0	0	0

GEOMETRICS

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

TRAFFIC SCENARIOS

- SCENARIO 1 = EXISTING VOLUMES (A)
- SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
- SCENARIO 3 = CUMULATIVE (C)
- SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-				
NBT	2	3200	636	636	870	870	0.199	0.199				
NBR	0	0	0	0	0	0	-	-				
SBL	0	0	0	0	0	0	-	-				
SBT	2	3200	1450	1451	2660	2661	0.453 *	0.453 *				
SBR	0	0	0	0	0	0	-	-				
EBL	1	1600	103	117	90	104	0.06	0.07				
EBT	0	0	0	0	0	0	-	-				
EBR	1	1600	172	172	160	160	0.11 *	0.11 *				
WBL	0	0	0	0	0	0	-	-				
WBT	0	0	0	0	0	0	-	-				
WBR	0	0	0	0	0	0	-	-				
LOST TIME:							0.00	0.00				
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.561	0.561				
SCENARIO LEVEL OF SERVICE:							A	A				

NOTES:

#14050 - AGROMIN PROJECT

REF: 03 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: FEBRUARY 2, 2016
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: WELLS ROAD
 E/W STREET: STATE ROUTE 126 EASTBOUND OFF-RAMP
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	820	0	0	1227	0	230	0	283	0	0	0
(B) PROJECT-ADDED:	0	1	0	0	2	0	7	0	0	0	0	0
(C) CUMULATIVE:	0	1430	0	0	1730	0	320	0	600	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND TT	SOUTH BOUND TT	EAST BOUND L R	WEST BOUND
-----------------	-------------------	-------------------	-------------------	------------

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0	-	-				
NBT	2	3200	820	821	1430	1431	0.256	0.257				
NBR	0	0	0	0	0	0	-	-				
SBL	0	0	0	0	0	0	-	-				
SBT	2	3200	1227	1229	1730	1732	0.383 *	0.384 *				
SBR	0	0	0	0	0	0	-	-				
EBL	1	1600	238	245	320	327	0.15	0.15				
EBT	0	0	0	0	0	0	-	-				
EBR	1	1600	283	283	600	600	0.18 +	0.18 +				
WBL	0	0	0	0	0	0	-	-				
WBT	0	0	0	0	0	0	-	-				
WBR	0	0	0	0	0	0	-	-				
LOST TIME:							0.00	0.00				
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.560	0.561				
SCENARIO LEVEL OF SERVICE:							A	A				

NOTES:

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: FEBRUARY 2, 2016

TIME PERIOD: A.M. PEAK HOUR

N/S STREET: WELLS ROAD

E/W STREET: STATE ROUTE 126 EASTBOUND OFF-RAMP

CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	636	0	0	1450	0	103	0	172	0	0	0
(B) PROJECT-ADDED:	0	0	0	0	1	0	14	0	0	0	0	0
(C) CUMULATIVE:	0	870	0	0	2660	0	90	0	160	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	TTT		TTT		L R			

TRAFFIC SCENARIOS

- SCENARIO 1 = EXISTING VOLUMES (A)
- SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
- SCENARIO 3 = CUMULATIVE (C)
- SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0			-	-		
NBT	3	4800	636	636	870	870			0.181	0.181		
NBR	0	0	0	0	0	0			-	-		
SBL	0	0	0	0	0	0			-	-		
SBT	3	4800	1450	1451	2660	2661			0.554 *	0.554 *		
SBR	0	0	0	0	0	0			-	-		
EBL	1	1600	103	117	90	104			0.06	0.07		
EBT	0	0	0	0	0	0			-	-		
EBR	1	1600	172	172	160	160			0.10 *	0.10 *		
WBL	0	0	0	0	0	0			-	-		
WBT	0	0	0	0	0	0			-	-		
WBR	0	0	0	0	0	0			-	-		
LOST TIME:									0.00	0.00		
TOTAL INTERSECTION CAPACITY UTILIZATION: SCENARIO LEVEL OF SERVICE:									0.654 B	0.654 B		

NOTES:

#14050 - AGROMIN PROJECT

REF: 03 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: FEBRUARY 2, 2016
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: WELLS ROAD
 E/W STREET: STATE ROUTE 126 EASTBOUND OFF-RAMP
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	0	820	0	0	1227	0	238	0	283	0	0	0
(B) PROJECT-ADDED:	0	1	0	0	2	0	7	0	0	0	0	0
(C) CUMULATIVE:	0	1430	0	0	1730	0	320	0	600	0	0	0

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND TTT	SOUTH BOUND TTT	EAST BOUND L R	WEST BOUND
-----------------	--------------------	--------------------	-------------------	------------

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	0	0	0	0						
NBT	3	4800	820	821	1430	1431			0.298	0.298		
NBR	0	0	0	0	0	0						
SBL	0	0	0	0	0	0						
SBT	3	4800	1227	1229	1730	1732			0.360 *	0.361 *		
SBR	0	0	0	0	0	0						
EBL	1	1600	238	245	320	327			0.20	0.20		
EBT	0	0	0	0	0	0						
EBR	1	1600	283	283	600	600			0.38 *	0.38 *		
WBL	0	0	0	0	0	0						
WBT	0	0	0	0	0	0						
WBR	0	0	0	0	0	0						
LOST TIME:									0.00	0.00		
TOTAL INTERSECTION CAPACITY UTILIZATION: SCENARIO LEVEL OF SERVICE:									0.735 C	0.736 C		

NOTES:

HCS 2010 Two-Way Stop Control Summary Report

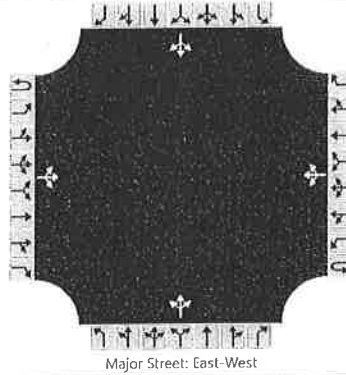
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	A.M. Peak Hour
Intersection Orientation	East-West
Project Description	Agromin

Site Information

Intersection	Telegraph Road/Olive Road
Jurisdiction	Ventura County
East/West Street	Telegraph Road
North/South Street	Olive Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		16	142	18		3	283	17		11	5	5		22	1	6
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		17				3						22				32	
Capacity		1227				1395						504				488	
v/c Ratio		0.01				0.00						0.04				0.07	
95% Queue Length		0.0				0.0						0.1				0.2	
Control Delay (s/veh)		8.0				7.6						12.5				12.9	
Level of Service (LOS)		A				A						B				B	
Approach Delay (s/veh)		0.8				0.1				12.5				12.9			
Approach LOS		A				A				B				B			

AWD = 11.4 s / LOS B

HCS 2010 Two-Way Stop Control Summary Report

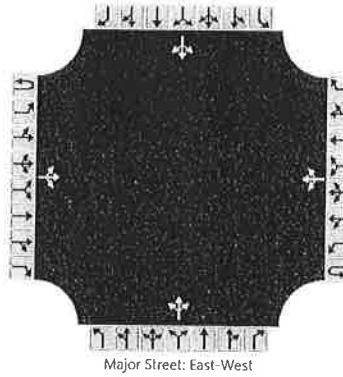
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	P.M. Peak Hour
Intersection Orientation	East-West
Project Description	Agromin

Site Information

Intersection	Telegraph Road/Olive Road
Jurisdiction	Ventura County
East/West Street	Telegraph Road
North/South Street	Olive Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		17	290	6		12	206	16		29	1	12		24	3	11
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		18				13					46					41	
Capacity		1318				1231					441					453	
v/c Ratio		0.01				0.01					0.10					0.09	
95% Queue Length		0.0				0.0					0.3					0.3	
Control Delay (s/veh)		7.8				8.0					14.1					13.7	
Level of Service (LOS)		A				A					B					B	
Approach Delay (s/veh)		0.5				0.5				14.1				13.7			
Approach LOS		A				A				B				B			

AWD = 12.3 sec / LOS B

HCS 2010 Two-Way Stop Control Summary Report

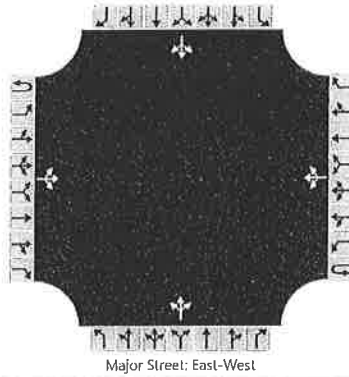
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	A.M. Peak Hour
Intersection Orientation	East-West
Project Description	Agromin

Site Information

Intersection	Telegraph Road/Olive Road
Jurisdiction	Ventura County
East/West Street	Telegraph Road
North/South Street	Olive Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		16	142	33		6	283	17		24	5	7		22	1	6
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

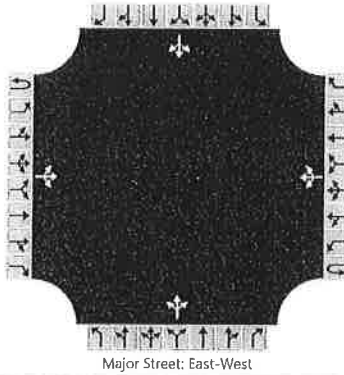
Flow Rate (veh/h)		17				7						39				32	
Capacity		1227				1376						487				474	
v/c Ratio		0.01				0.01						0.08				0.07	
95% Queue Length		0.0				0.0						0.3				0.2	
Control Delay (s/veh)		8.0				7.6						13.0				13.1	
Level of Service (LOS)		A				A						B				B	
Approach Delay (s/veh)		0.8				0.2				13.0				13.1			
Approach LOS		A				A				B				B			

AWD = 11.7 sec / LOS B

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	Telegraph Road/Olive Road		
Agency/Co.	ATE			Jurisdiction	Ventura County		
Date Performed	2/2/2016			East/West Street	Telegraph Road		
Analysis Year	2016			North/South Street	Olive Road		
Time Analyzed	P.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Agromin						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		17	290	14		14	206	16		49	1	15		24	3	11
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

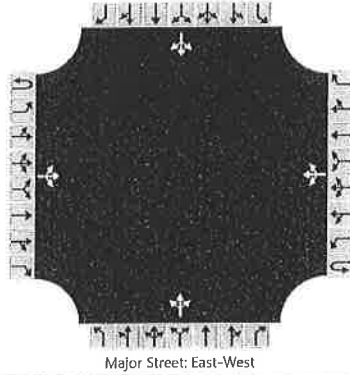
Flow Rate (veh/h)		18				15					70				41		
Capacity		1318				1223					423				445		
v/c Ratio		0.01				0.01					0.17				0.09		
95% Queue Length		0.0				0.0					0.6				0.3		
Control Delay (s/veh)		7.8				8.0					15.2				13.9		
Level of Service (LOS)		A				A					C				B		
Approach Delay (s/veh)		0.5				0.6				15.2				13.9			
Approach LOS		A				A				C				B			

AWD = 13.2 sec / LOS B

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Telegraph Road/Olive Road
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	Telegraph Road
Analysis Year	2016	North/South Street	Olive Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		20	142	20		5	283	20		15	5	5		30	5	10
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		22				5					26					49	
Capacity		1223				1393					475					476	
v/c Ratio		0.02				0.00					0.05					0.10	
95% Queue Length		0.1				0.0					0.2					0.3	
Control Delay (s/veh)		8.0				7.6					13.0					13.4	
Level of Service (LOS)		A				A					B					B	
Approach Delay (s/veh)		1.0				0.1				13.0				13.4			
Approach LOS		A				A				B				B			

AWD = 11.8 sec / LOS B

HCS 2010 Two-Way Stop Control Summary Report

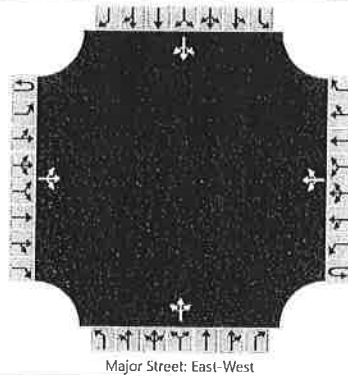
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	P.M. Peak Hour
Intersection Orientation	East-West
Project Description	Agromin

Site Information

Intersection	Telegraph Road/Olive Road
Jurisdiction	Ventura County
East/West Street	Telegraph Road
North/South Street	Olive Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		20	290	10		15	206	20		30	5	15		25	5	15
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		22				16						54				48	
Capacity		1313				1227						428				446	
v/c Ratio		0.02				0.01						0.13				0.11	
95% Queue Length		0.1				0.0						0.4				0.4	
Control Delay (s/veh)		7.8				8.0						14.6				14.0	
Level of Service (LOS)		A				A						B				B	
Approach Delay (s/veh)		0.6				0.6				14.6				14.0			
Approach LOS		A				A				B				B			

AWD = 12.6 sec / LOS B

HCS 2010 Two-Way Stop Control Summary Report

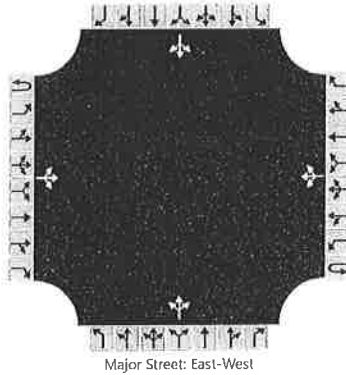
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	A.M. Peak Hour
Intersection Orientation	East-West
Project Description	Agromin

Site Information

Intersection	Telegraph Road/Olive Road
Jurisdiction	Ventura County
East/West Street	Telegraph Road
North/South Street	Olive Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		20	142	35		8	283	20		28	5	7		30	5	10
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

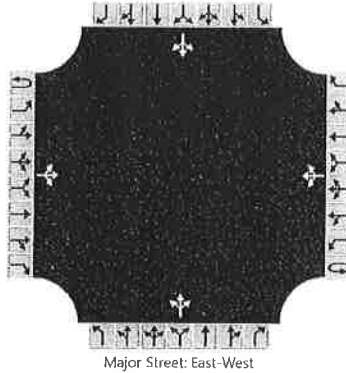
Flow Rate (veh/h)		22				9						43				49	
Capacity		1223				1374						461				463	
v/c Ratio		0.02				0.01						0.09				0.11	
95% Queue Length		0.1				0.0						0.3				0.4	
Control Delay (s/veh)		8.0				7.6						13.6				13.7	
Level of Service (LOS)		A				A						B				B	
Approach Delay (s/veh)		1.0				0.3				13.6				13.7			
Approach LOS		A				A				B				B			

AWD = 12.2 sec/LOS B

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	Telegraph Road/Olive Road		
Agency/Co.	ATE			Jurisdiction	Ventura County		
Date Performed	2/2/2016			East/West Street	Telegraph Road		
Analysis Year	2016			North/South Street	Olive Road		
Time Analyzed	P.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Agromin						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		20	290	18		17	206	20		50	5	18		25	5	15
Percent Heavy Vehicles		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		22				18					79					48	
Capacity		1313				1217					411					438	
v/c Ratio		0.02				0.01					0.19					0.11	
95% Queue Length		0.1				0.0					0.7					0.4	
Control Delay (s/veh)		7.8				8.0					15.8					14.2	
Level of Service (LOS)		A				A					C					B	
Approach Delay (s/veh)		0.6				0.7				15.8				14.2			
Approach LOS		A				A				C				B			

AWD = 13.4 sec / LOS B

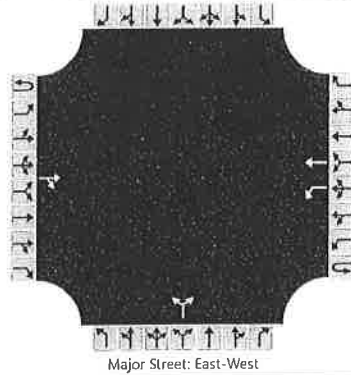
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl F. Nelson	Intersection	Telegraph Road/Todd Road
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	Telegraph Road
Analysis Year	2016	North/South Street	Todd Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			143	22		12	293			6		4				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						13						11				
Capacity						1389						606				
v/c Ratio						0.01						0.02				
95% Queue Length						0.0						0.1				
Control Delay (s/veh)						7.6						11.0				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.3				11.0							
Approach LOS					A				B							

AWD = 9.2 sec / LOS A

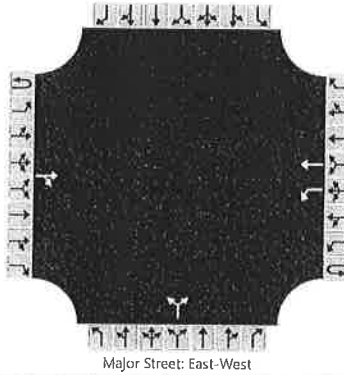
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl F. Nelson	Intersection	Telegraph Road/Todd Road
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	Telegraph Road
Analysis Year	2016	North/South Street	Todd Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			315	15		3	193			39		43				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						3						89				
Capacity						1194						574				
v/c Ratio						0.00						0.16				
95% Queue Length						0.0						0.5				
Control Delay (s/veh)						8.0						12.4				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.1				12.4							
Approach LOS					A				B							

AWD = 12.3 sec / LOS B

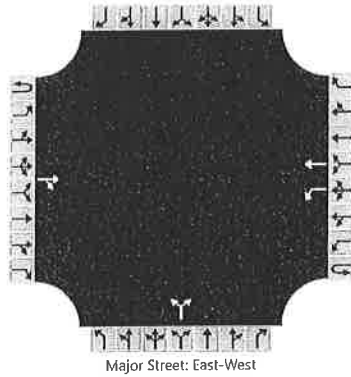
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl F. Nelson	Intersection	Telegraph Road/Todd Road
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	Telegraph Road
Analysis Year	2016	North/South Street	Todd Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			145	22		12	296			6		4				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						13						11				
Capacity						1386						601				
v/c Ratio						0.01						0.02				
95% Queue Length						0.0						0.1				
Control Delay (s/veh)						7.6						11.1				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.3				11.1							
Approach LOS					A				B							

AWD = 9.2 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

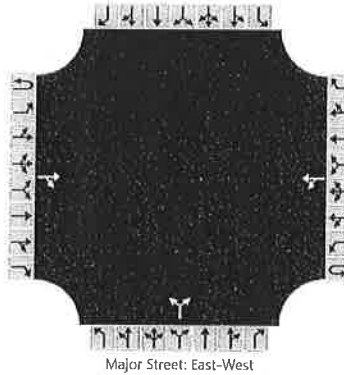
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	P.M. Peak Hour
Intersection Orientation	East-West
Project Description	Agromin

Site Information

Intersection	Telegraph Road/Todd Road
Jurisdiction	Ventura County
East/West Street	Telegraph Road
North/South Street	Todd Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			318	15		3	195			39		43				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						215						89				
Capacity						1190						570				
v/c Ratio						0.18						0.16				
95% Queue Length						0.0						0.6				
Control Delay (s/veh)						8.0						12.5				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.1				12.5							
Approach LOS					A				B							

AWD = 9.3 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

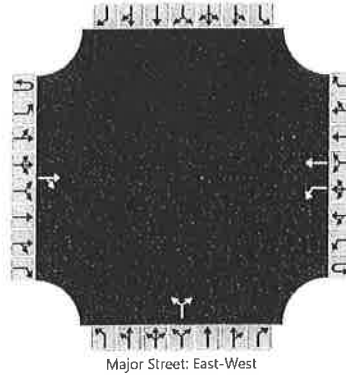
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	A.M. Peak Hour
Intersection Orientation	East-West
Project Description	Agromin

Site Information

Intersection	Telegraph Road/Todd Road
Jurisdiction	Ventura County
East/West Street	Telegraph Road
North/South Street	Todd Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			165	25		15	355			10		5				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						16						16				
Capacity						1358						528				
v/c Ratio						0.01						0.03				
95% Queue Length						0.0						0.1				
Control Delay (s/veh)						7.7						12.0				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.3				12.0							
Approach LOS					A				B							

AWD = 9.9 sec / LOS A

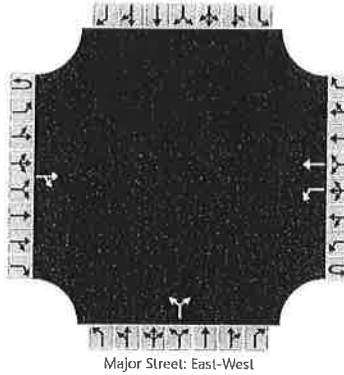
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl F. Nelson	Intersection	Telegraph Road/Todd Road
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	Telegraph Road
Analysis Year	2016	North/South Street	Todd Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			359	20		10	240			40		45				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						11						92				
Capacity						1140						508				
v/c Ratio						0.01						0.18				
95% Queue Length						0.0						0.7				
Control Delay (s/veh)						8.2						13.6				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.3				13.6							
Approach LOS					A				B							

AWD = 13.0 sec / LOS B

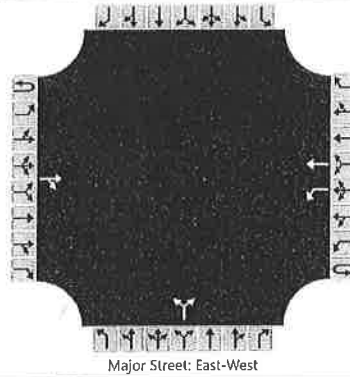
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl F. Nelson	Intersection	Telegraph Road/Todd Road
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	Telegraph Road
Analysis Year	2016	North/South Street	Todd Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			167	25		15	358			10		5				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						16						16				
Capacity						1354						524				
v/c Ratio						0.01						0.03				
95% Queue Length						0.0						0.1				
Control Delay (s/veh)						7.7						12.1				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.3				12.1							
Approach LOS					A				B							

AWD = 9.9 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

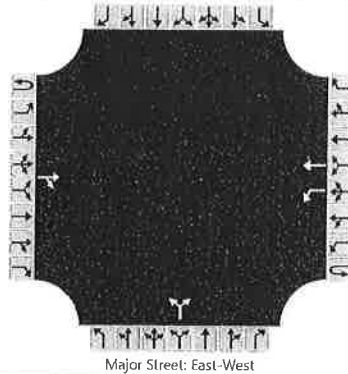
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	P.M. Peak Hour
Intersection Orientation	East-West
Project Description	Agromin

Site Information

Intersection	Telegraph Road/Todd Road
Jurisdiction	Ventura County
East/West Street	Telegraph Road
North/South Street	Todd Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	1	1	0		0	0	0		0	0	0
Configuration				TR		L	T				LR					
Volume (veh/h)			362	20		10	242			40		45				
Percent Heavy Vehicles						3				3		3				
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						11						92				
Capacity						1137						505				
v/c Ratio						0.01						0.18				
95% Queue Length						0.0						0.7				
Control Delay (s/veh)						8.2						13.7				
Level of Service (LOS)						A						B				
Approach Delay (s/veh)					0.3				13.7							
Approach LOS					A				B							

AWD = 13.1 sec/LOS B

#14050 - AGROMIN PROJECT

REF: 8 AM
5

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: FEBRUARY 2, 2016
 TIME PERIOD: A.M. PEAK HOUR
 N/S STREET: BRIGGS ROAD
 E/W STREET: TELEGRAPH ROAD
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	60	25	32	24	90	11	5	87	47	155	236	69
(B) PROJECT-ADDED:	2	0	0	0	0	0	0	0	2	0	1	0
(C) CUMULATIVE:	100	50	65	25	40	10	10	100	60	170	250	75

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND		SOUTH BOUND		EAST BOUND		WEST BOUND	
	LTR	LTR	LTR	LTR	LTR	LTR	LTR	LTR

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	60	62	100	102	-	-	-	-		
NBT	1	1600	25	25	50	50	0.073 *	0.074 *	0.134 *	0.136 *		
NBR	0	0	32	32	65	65	-	-	-	-		
SBL	0	0	24	24	25	25	-	-	-	-		
SBT	1	1600	90	90	40	40	0.078 *	0.078 *	0.047 *	0.047 *		
SBR	0	0	11	11	10	10	-	-	-	-		
EBL	1	1600	5	5	10	10	0.00 *	0.00 *	0.01 *	0.01 *		
EBT	1	1600	87	87	100	100	0.084	0.085	0.100	0.101		
EBR	0	0	47	49	60	62	-	-	-	-		
WBL	1	1600	155	155	170	170	0.10	0.10	0.11	0.11		
WBT	1	1600	236	237	250	251	0.191 *	0.191 *	0.203 *	0.204 *		
WBR	0	0	69	69	75	75	-	-	-	-		
LOST TIME:							0.00	0.00	0.00	0.00		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.345	0.346	0.390	0.393		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

#14050 - AGROMIN PROJECT

REF:  PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: FEBRUARY 2, 2016
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: BRIGGS ROAD
 E/W STREET: TELEGRAPH ROAD
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	38	39	93	15	26	3	22	270	60	64	146	17
(B) PROJECT-ADDED:	2	0	0	0	0	0	0	1	2	0	0	0
(C) CUMULATIVE:	80	80	160	25	40	10	30	290	85	95	160	25

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L,TR	SOUTH BOUND L,TR	EAST BOUND L,TR	WEST BOUND L,TR
-----------------	---------------------	---------------------	--------------------	--------------------

TRAFFIC SCENARIOS

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

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS					
			1	2	3	4	1	2	3	4		
NBL	0	0	38	40	80	82	-	-	-	-		
NBT	1	1600	39	39	80	80	0.106 *	0.108 *	0.200 *	0.201 *		
NBR	0	0	93	93	160	160	-	-	-	-		
SBL	0	0	15	15	25	25	-	-	-	-		
SBT	1	1600	26	26	40	40	0.028 *	0.028 *	0.047 *	0.047 *		
SBR	0	0	3	3	10	10	-	-	-	-		
EBL	1	1600	22	22	30	30	0.01	0.01	0.02	0.02		
EBT	1	1600	270	271	290	291	0.206 *	0.208 *	0.234 *	0.236 *		
EBR	0	0	60	62	85	87	-	-	-	-		
WBL	1	1600	64	64	95	95	0.04 *	0.04 *	0.06 *	0.06 *		
WBT	1	1600	146	146	160	160	0.102	0.102	0.116	0.116		
WBR	0	0	17	17	25	25	-	-	-	-		
<i>LOST TIME:</i>							0.00	0.00	0.00	0.00		
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.380	0.384	0.540	0.543		
SCENARIO LEVEL OF SERVICE:							A	A	A	A		

NOTES:

HCS 2010 Two-Way Stop Control Summary Report

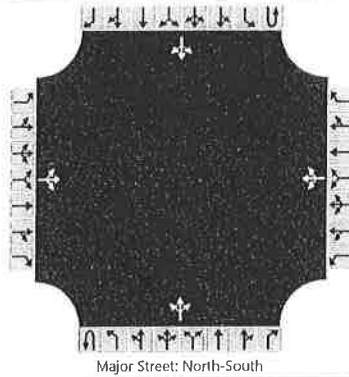
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	A.M. Peak Hour
Intersection Orientation	North-South
Project Description	Agromin

Site Information

Intersection	Briggs Rd/Faulkner Rd
Jurisdiction	Ventura County
East/West Street	Faulkner Road
North/South Street	Briggs Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	0	1		14	0	6		5	150	4		6	159	4
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			2				22				5				7	
Capacity			693				654				1391				1403	
v/c Ratio			0.00				0.03				0.00				0.00	
95% Queue Length			0.0				0.1				0.0				0.0	
Control Delay (s/veh)			10.2				10.7				7.6				7.6	
Level of Service (LOS)			B				B				A				A	
Approach Delay (s/veh)	10.2				10.7				0.3				0.3			
Approach LOS	B				B				A				A			

AWD = 9.6 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

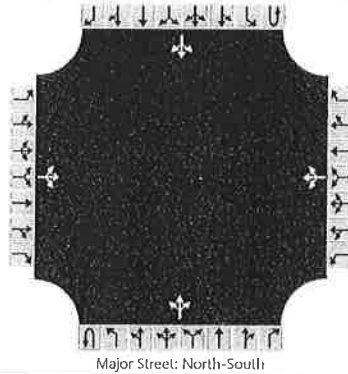
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	P.M. Peak Hour
Intersection Orientation	North-South
Project Description	Agromin

Site Information

Intersection	Briggs Rd/Faulkner Rd
Jurisdiction	Ventura County
East/West Street	Faulkner Road
North/South Street	Briggs Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		0	0	3		4	0	8		1	173	21		9	131	0	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

Delay, Queue Length, and Level of Service

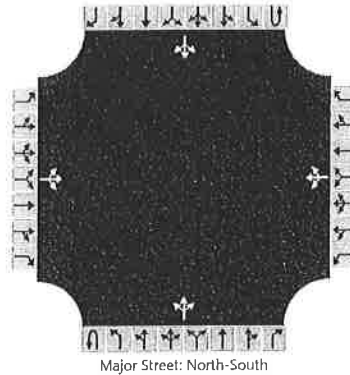
Flow Rate (veh/h)			3				13					1					10
Capacity			902				739					1433					1352
v/c Ratio			0.00				0.02					0.00					0.01
95% Queue Length			0.0				0.1					0.0					0.0
Control Delay (s/veh)			9.0				10.0					7.5					7.7
Level of Service (LOS)			A				A					A					A
Approach Delay (s/veh)	9.0				10.0				0.0				0.6				
Approach LOS	A				A				A				A				

AWD = 8.9 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	Briggs Rd/Faulkner Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	Faulkner Road
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement									1U				4U			
Priority		10	11	12		7	8	9		1	2	3		4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	0	1		14	0	6		5	152	4		6	161	4
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

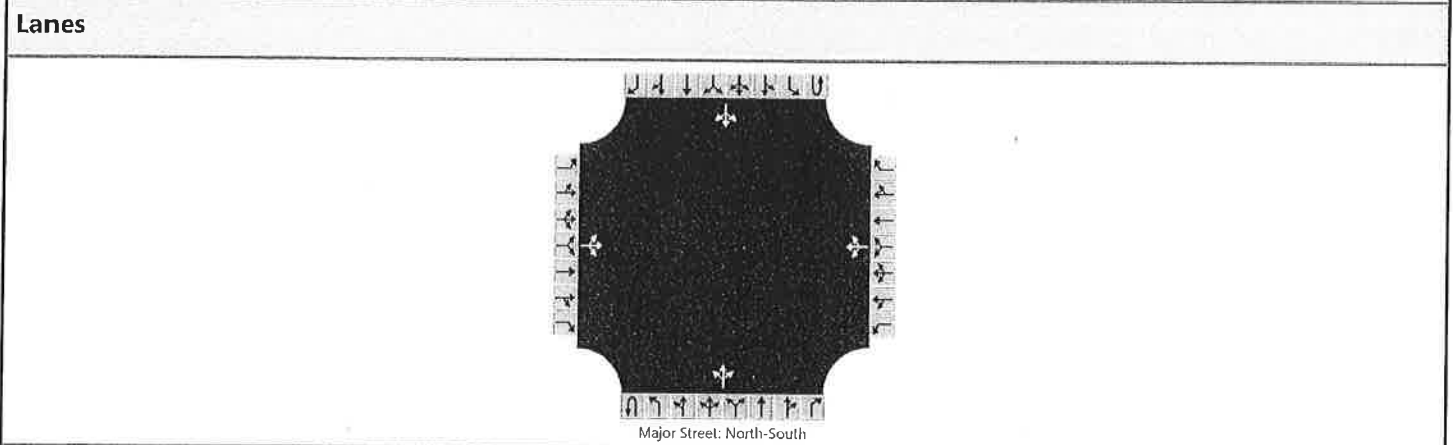
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			2				22					5				7
Capacity			689				651					1389				1401
v/c Ratio			0.00				0.03					0.00				0.00
95% Queue Length			0.0				0.1					0.0				0.0
Control Delay (s/veh)			10.2				10.7					7.6				7.6
Level of Service (LOS)			B				B					A				A
Approach Delay (s/veh)	10.2				10.7				0.2				0.3			
Approach LOS	B				B				A				A			

AWD = 9.6 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson			Intersection	Briggs Rd/Faulkner Rd		
Agency/Co.	ATE			Jurisdiction	Ventura County		
Date Performed	2/2/2016			East/West Street	Faulkner Road		
Analysis Year	2016			North/South Street	Briggs Road		
Time Analyzed	P.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Agromin						



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		0	0	3		4	0	8		1	175	21		9	133	0	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			3				13					1					10	
Capacity			899				735					1429					1350	
v/c Ratio			0.00				0.02					0.00					0.01	
95% Queue Length			0.0				0.1					0.0					0.0	
Control Delay (s/veh)			9.0				10.0					7.5					7.7	
Level of Service (LOS)			A				A					A					A	
Approach Delay (s/veh)	9.0				10.0				0.0				0.6					
Approach LOS	A				A				A				A					

AWD = 8.9 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

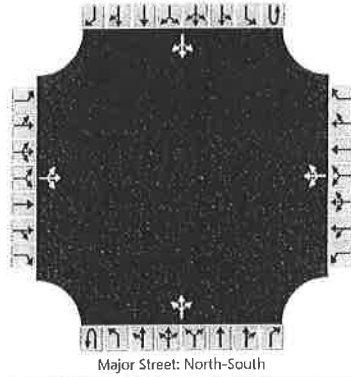
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	A.M. Peak Hour
Intersection Orientation	North-South
Project Description	Agromin

Site Information

Intersection	Briggs Rd/Faulkner Rd
Jurisdiction	Ventura County
East/West Street	Faulkner Road
North/South Street	Briggs Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	0	5		20	0	10		5	250	5		10	278	5
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			10				33			5						11	
Capacity			510				471			1247						1279	
v/c Ratio			0.02				0.07			0.00						0.01	
95% Queue Length			0.1				0.2			0.0						0.0	
Control Delay (s/veh)			12.2				13.2			7.9						7.8	
Level of Service (LOS)			B				B			A						A	
Approach Delay (s/veh)	12.2				13.2				0.2				0.3				
Approach LOS	B				B				A				A				

AWD: 11.6 sec / LOS B

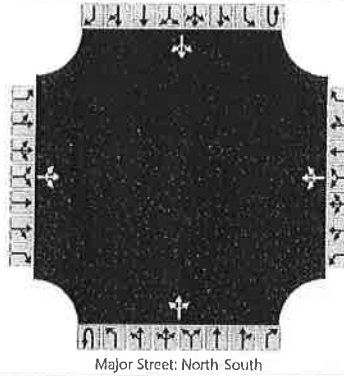
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl F. Nelson	Intersection	Briggs Rd/Faulkner Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	Faulkner Road
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		5	0	5		5	0	10		5	202	25		10	229	5	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

Delay, Queue Length, and Level of Service

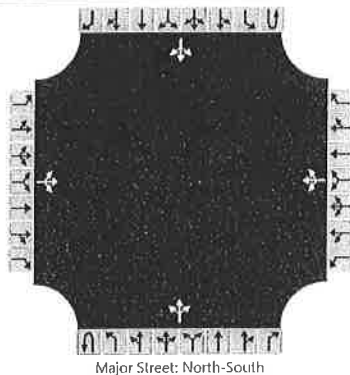
Flow Rate (veh/h)			10				16					5					11	
Capacity			573				649					1304					1312	
v/c Ratio			0.02				0.02					0.00					0.01	
95% Queue Length			0.1				0.1					0.0					0.0	
Control Delay (s/veh)			11.4				10.7					7.8					7.8	
Level of Service (LOS)			B				B					A					A	
Approach Delay (s/veh)	11.4				10.7				0.2				0.4					
Approach LOS	B				B													

$$AWID = 9.9 \text{ sec} / \text{LOS A}$$

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl F. Nelson	Intersection	Briggs Rd/Faulkner Rd				
Agency/Co.	ATE	Jurisdiction	Ventura County				
Date Performed	2/2/2016	East/West Street	Faulkner Road				
Analysis Year	2016	North/South Street	Briggs Road				
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	Agromin						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		5	0	5		20	0	10		5	252	5		10	280	5
Percent Heavy Vehicles		3	3	3		3	3	3		3				3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			10				33				5					11		
Capacity			507				468				1245					1277		
v/c Ratio			0.02				0.07				0.00					0.01		
95% Queue Length			0.1				0.2				0.0					0.0		
Control Delay (s/veh)			12.2				13.3				7.9					7.8		
Level of Service (LOS)			B				B				A					A		
Approach Delay (s/veh)	12.2				13.3				0.2				0.3					
Approach LOS	B				B				A				A					

AWD = 11.6 sec / LOS B

HCS 2010 Two-Way Stop Control Summary Report

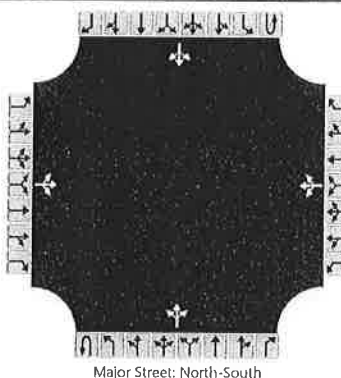
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	P.M. Peak Hour
Intersection Orientation	North-South
Project Description	Agromin

Site Information

Intersection	Briggs Rd/Faulkner Rd
Jurisdiction	Ventura County
East/West Street	Faulkner Road
North/South Street	Briggs Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		5	0	5		5	0	10		5	204	25		10	231	5	
Percent Heavy Vehicles		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

Delay, Queue Length, and Level of Service

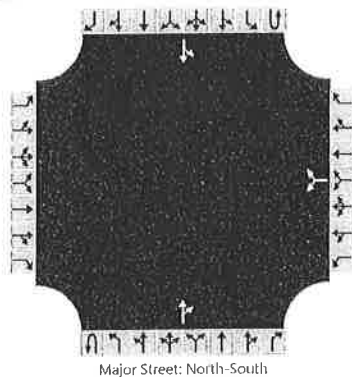
Flow Rate (veh/h)			10				16				5					11	
Capacity			571				646				1302					1309	
v/c Ratio			0.02				0.02				0.00					0.01	
95% Queue Length			0.1				0.1				0.0					0.0	
Control Delay (s/veh)			11.4				10.7				7.8					7.8	
Level of Service (LOS)			B				B				A					A	
Approach Delay (s/veh)	11.4				10.7				0.2				0.4				
Approach LOS	B				B												

AWD = 9.8 sec. / LOS A

HCS 2010 Two Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	State Route 126/Briggs Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	State Route 126 WB Ramps
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						28		96			62	22			114	60
Percent Heavy Vehicles						3		3							3	
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)								134								189
Capacity								838								1496
v/c Ratio								0.16								0.13
95% Queue Length								0.6								0.3
Control Delay (s/veh)								10.1								7.6
Level of Service (LOS)								B								A
Approach Delay (s/veh)					10.1								5.2			
Approach LOS					B								A			

AWD = 8.6 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

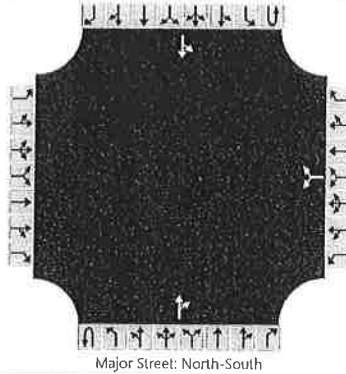
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	P.M. Peak Hour
Intersection Orientation	North-South
Project Description	Agromin

Site Information

Intersection	State Route 126/Briggs Rd
Jurisdiction	Ventura County
East/West Street	State Route 126 WB Ramps
North/South Street	Briggs Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						19		47			134	41			74	73
Percent Heavy Vehicles						3		3							3	
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							72								159	
Capacity							752								1375	
v/c Ratio							0.10								0.12	
95% Queue Length							0.3								0.2	
Control Delay (s/veh)							10.3								7.8	
Level of Service (LOS)							B								A	
Approach Delay (s/veh)					10.3								4.1			
Approach LOS					B								A			

AWD = 8.6 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

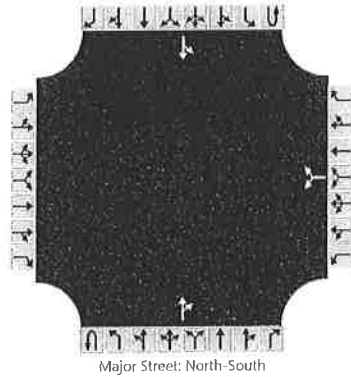
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	A.M. Peak Hour
Intersection Orientation	North-South
Project Description	Agromin

Site Information

Intersection	State Route 126/Briggs Rd
Jurisdiction	Ventura County
East/West Street	State Route 126 WB Ramps
North/South Street	Briggs Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						28		98			62	22		114	62	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)								137								191
Capacity								840								1496
v/c Ratio								0.16								0.13
95% Queue Length								0.6								0.3
Control Delay (s/veh)								10.1								7.6
Level of Service (LOS)								B								A
Approach Delay (s/veh)					10.1								5.2			
Approach LOS					B								A			

AWD = 8.6 sec / LOS A

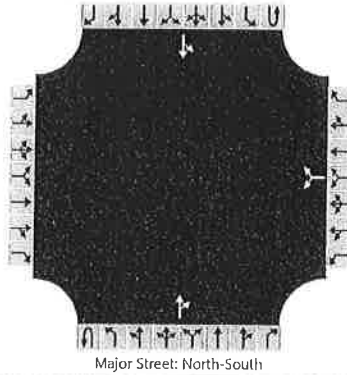
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl F. Nelson	Intersection	State Route 126/Briggs Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	State Route 126 WB Ramps
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						19		49			134	41		74	75	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							74								162		
Capacity							754								1375		
v/c Ratio							0.10								0.12		
95% Queue Length							0.3								0.2		
Control Delay (s/veh)							10.3								7.8		
Level of Service (LOS)							B								A		
Approach Delay (s/veh)					10.3								4.1				
Approach LOS					B								A				

AWD: 8.6 sec / LOS A

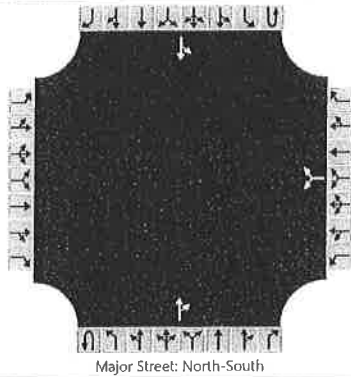
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl F. Nelson	Intersection	State Route 126/Briggs Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	State Route 126 WB Ramps
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						50		118			142	28			175	118
Percent Heavy Vehicles						3		3							3	
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							182								318	
Capacity							613								1383	
v/c Ratio							0.30								0.23	
95% Queue Length							1.2								0.5	
Control Delay (s/veh)							13.3								8.0	
Level of Service (LOS)							B								A	
Approach Delay (s/veh)					13.3								5.3			
Approach LOS					B								A			

AWD: 9.9 sec/LOS A

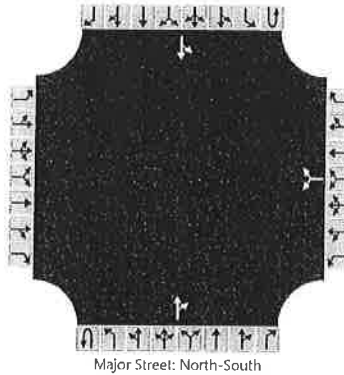
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl F. Nelson	Intersection	State Route 126/Briggs Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	State Route 126 WB Ramps
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration							LR					TR		LT			
Volume (veh/h)						29		77			155	45		162	82		
Percent Heavy Vehicles						3		3						3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

Delay, Queue Length, and Level of Service

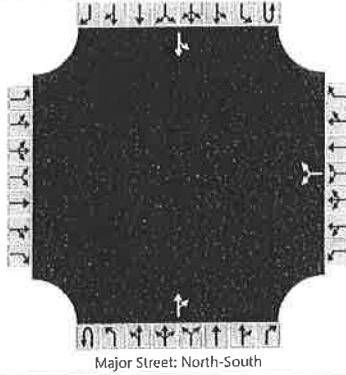
Flow Rate (veh/h)							116										265		
Capacity							635										1345		
v/c Ratio							0.18										0.20		
95% Queue Length							0.7										0.5		
Control Delay (s/veh)							11.9										8.1		
Level of Service (LOS)							B										A		
Approach Delay (s/veh)					11.9								5.7						
Approach LOS					B								A						

AWD - 9.3 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	Darryl F. Nelson	Intersection	State Route 126/Briggs Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	State Route 126 WB Ramps
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration							LR					TR		LT			
Volume (veh/h)						50		120			142	28		175	120		
Percent Heavy Vehicles						3		3						3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																	320
Capacity																	1383
v/c Ratio																	0.23
95% Queue Length																	0.5
Control Delay (s/veh)																	8.0
Level of Service (LOS)																	A
Approach Delay (s/veh)	13.4								5.2								
Approach LOS	B								A								

AWD = 10.0 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

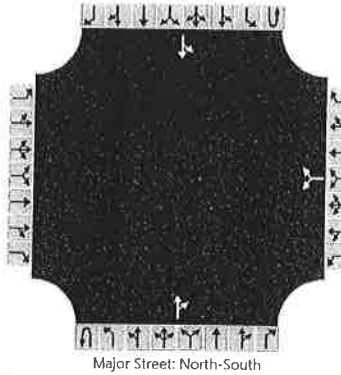
General Information

Analyst	Darryl F. Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	P.M. Peak Hour
Intersection Orientation	North-South
Project Description	Agromin

Site Information

Intersection	State Route 126/Briggs Rd
Jurisdiction	Ventura County
East/West Street	State Route 126 WB Ramps
North/South Street	Briggs Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR			LT	
Volume (veh/h)						29		79			155	45			162	84
Percent Heavy Vehicles						3		3							3	
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)								118								267
Capacity								637								1345
v/c Ratio								0.19								0.20
95% Queue Length								0.7								0.5
Control Delay (s/veh)								11.9								8.1
Level of Service (LOS)								B								A
Approach Delay (s/veh)					11.9								5.7			
Approach LOS					B								A			

AWD = 9.3 sec / LOS A

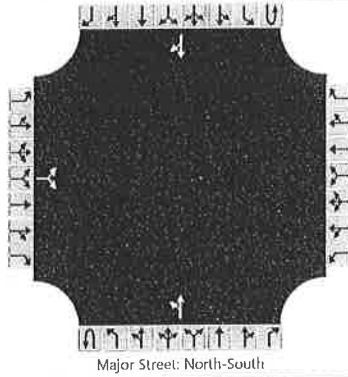
HCS 2010 Two Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl Nelson	Intersection	State Route 126/Briggs Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	State Route 126
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		72		49						20	55				35	28	
Percent Heavy Vehicles		3		3						3							
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			131							82							
Capacity			887							1525							
w/c Ratio			0.15							0.05							
95% Queue Length			0.5							0.0							
Control Delay (s/veh)			9.8							7.4							
Level of Service (LOS)			A							A							
Approach Delay (s/veh)	9.8								2.1								
Approach LOS	A								A								

AWD = 8.9 sec/LOS A

HCS 2010 Two-Way Stop Control Summary Report

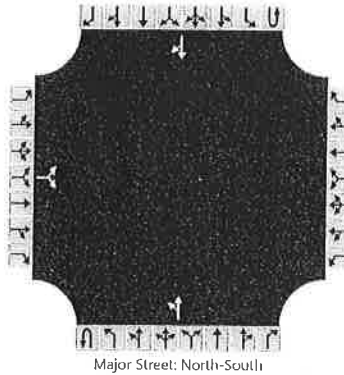
General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	P.M. Peak Hour
Intersection Orientation	North-South
Project Description	Agromin

Site Information

Intersection	State Route 126/Briggs Rd
Jurisdiction	Ventura County
East/West Street	State Route 126
North/South Street	Briggs Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		126		25						43	52				23	71	
Percent Heavy Vehicles		3		3						3							
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			164							104							
Capacity			779							1482							
v/c Ratio			0.21							0.07							
95% Queue Length			0.8							0.1							
Control Delay (s/veh)			10.8							7.5							
Level of Service (LOS)			B							A							
Approach Delay (s/veh)	10.8								3.5								
Approach LOS	B								A								

AWD = 9.5 sec/LOS A

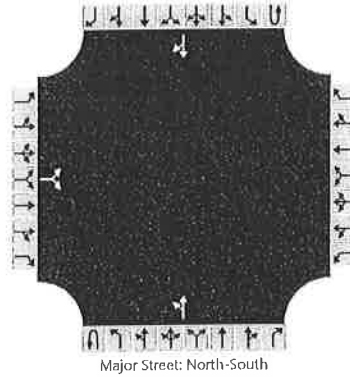
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl Nelson	Intersection	State Route 126/Briggs Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	State Route 126
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	A.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement									1U	1	2	3	4U	4	5	6
Priority		10	11	12		7	8	9								
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		72		49						20	55				35	30
Percent Heavy Vehicles		3		3						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			131							82						
Capacity			886							1521						
v/c Ratio			0.15							0.05						
95% Queue Length			0.5							0.0						
Control Delay (s/veh)			9.8							7.4						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.8								2.1							
Approach LOS	A								A							

AWD: 8.9 sec/LOS A

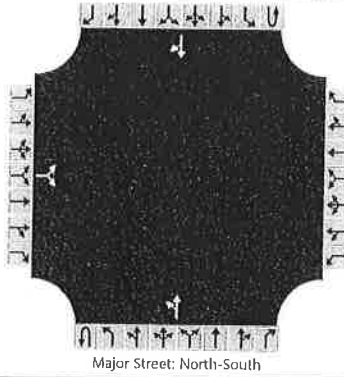
HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl Nelson	Intersection	State Route 126/Briggs Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	State Route 126
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Priority																
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		126		25						43	52				23	73
Percent Heavy Vehicles		3		3						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

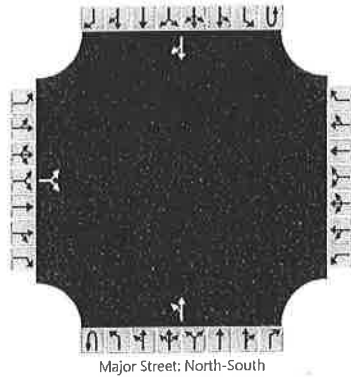
Flow Rate (veh/h)			164							104						
Capacity			777							1480						
v/c Ratio			0.21							0.07						
95% Queue Length			0.8							0.1						
Control Delay (s/veh)			10.9							7.5						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.9								3.5							
Approach LOS	B								A							

AWD = 9.6 sec / LOS A

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	Darryl Nelson			Intersection	State Route 126/Briggs Rd		
Agency/Co.	ATE			Jurisdiction	Ventura County		
Date Performed	2/2/2016			East/West Street	State Route 126		
Analysis Year	2016			North/South Street	Briggs Road		
Time Analyzed	A.M. Peak Hour			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Agromin						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement									1U	1	2	3	4U	4	5	6
Priority		10	11	12		7	8	9								
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		138		54						42	61				57	108
Percent Heavy Vehicles		3		3						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			209							112						
Capacity			740							1389						
v/c Ratio			0.28							0.08						
95% Queue Length			1.2							0.1						
Control Delay (s/veh)			11.8							7.7						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	11.8								3.3							
Approach LOS	B								A							

AWD = 10.4 sec / LOS B

HCS 2010 Two-Way Stop Control Summary Report

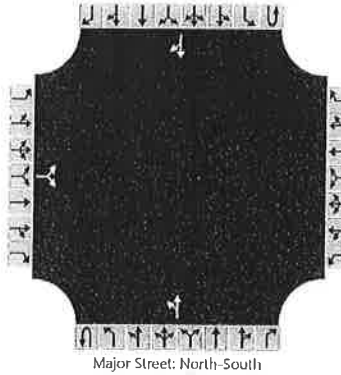
General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	P.M. Peak Hour
Intersection Orientation	North-South
Project Description	Agromin

Site Information

Intersection	State Route 126/Briggs Rd
Jurisdiction	Ventura County
East/West Street	State Route 126
North/South Street	Briggs Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		151		28						57	56				33	102
Percent Heavy Vehicles		3		3						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			194							123						
Capacity			712							1427						
v/c Ratio			0.27							0.09						
95% Queue Length			1.1							0.1						
Control Delay (s/veh)			11.9							7.6						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	11.9								4.0							
Approach LOS	B								A							

AWD = 10.2 sec/LOS B

HCS 2010 Two-Way Stop Control Summary Report

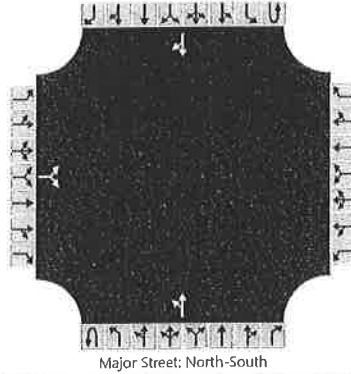
General Information

Analyst	Darryl Nelson
Agency/Co.	ATE
Date Performed	2/2/2016
Analysis Year	2016
Time Analyzed	A.M. Peak Hour
Intersection Orientation	North-South
Project Description	Agromin

Site Information

Intersection	State Route 126/Briggs Rd
Jurisdiction	Ventura County
East/West Street	State Route 126
North/South Street	Briggs Road
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		138		54						42	61				57	110
Percent Heavy Vehicles		3		3						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			209														
Capacity			738														
v/c Ratio			0.28														
95% Queue Length			1.2														
Control Delay (s/veh)			11.8														
Level of Service (LOS)			B														
Approach Delay (s/veh)	11.8								3.3								
Approach LOS	B								A								

AWD = 10.4 sec / LOS B

HCS 2010 Two-Way Stop Control Summary Report

General Information

Site Information

Analyst	Darryl Nelson	Intersection	State Route 126/Briggs Rd
Agency/Co.	ATE	Jurisdiction	Ventura County
Date Performed	2/2/2016	East/West Street	State Route 126
Analysis Year	2016	North/South Street	Briggs Road
Time Analyzed	P.M. Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Agromin		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Priority																
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		151		28						57	56				33	104
Percent Heavy Vehicles		3		3						3						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)			194							123						
Capacity			711							1425						
v/c Ratio			0.27							0.09						
95% Queue Length			1.1							0.1						
Control Delay (s/veh)			12.0							7.6						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.0								4.0							
Approach LOS	B								A							

AWD = 10.3 sec / LOS B